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ESTABLISHED 1857.

Registered as a Newspaper at the General
Post Office in the United Kingdom.

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Agents in all the Foreign Settlements throughout the Far East.

No. 17371. 號一十七百三千七萬一第 日三十月二十年丑癸 HONGKONG, THURSDAY, JANUARY 8TH, 1914. 四拜禮 號八廿正年三國民華中. PRICE, \$3 PER MONTH.

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names and addresses with communica-
tions addressed to the Editor, not for
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BIRTH.

LAMPERSKI.—At 33, Conduit Road, to Mr.
and Mrs. ALB. W. LAMPERSKI, a son,
[136]

HONGKONG OFFICE: 10A, DES VOGES ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JANUARY 8th, 1914

Dr. MALCOLM WATSON, of Klang, Federated Malay States, who has had many years' experience in the prevention of Malaria, and is consequently acknowledged to be an authority on the subject, recently recounted some of his experiences in a lecture delivered at the Royal Colonial Institute. The subject of the prevention of malaria has always been one of great interest to this Colony, in common with most tropical countries, and it may not, perhaps, be generally known that while the Far Eastern Congress of Tropical Medicine was meeting in Hongkong about three years ago Dr. MALCOLM WATSON, who happened to be one of the delegates from the Federated Malay States, was invited by Mr. MONTAGU SPAID to visit the site of the proposed Portuguese housing scheme and to express his opinion on the question of the healthiness of the proposed Reservation. As a result of his visit Dr. WATSON prepared a memorandum in which he declared that not only did he see no difficulty in making the Reservation permanently healthy, but he affirmed it to be possible without extra expense—to keep the workmen engaged on the construction works entirely free from virulent malaria usually considered inseparable from undertakings of the kind. In the lecture which he recently delivered at

the Royal Colonial Institute, Dr. MALCOLM WATSON gave several remarkable instances of work of this character on estates in the Malay States, and he claimed that what had hitherto been regarded as the great stronghold of malaria had collapsed almost without a struggle by simple drainage works. "Thousands of acres have been opened on some estates with hardly a case of malaria, as the labour had always been kept at least half a mile from the jungle face being opened." But just when victory had been completely gained in the low flat land (under dry cultivation), the medical experts were at first completely repulsed where they least expected it, namely, in the hill land. It is a common belief that it is desirable to live on a hill if we wish to avoid malaria, and it may be recalled that when the Kowloon Railway was under construction, the European engineers were housed on hills, as a measure of precaution from malaria, which, it will be remembered, prevailed extensively among the labour force. Yet Dr. MALCOLM WATSON states that in the Federated Malay States to live on a hill was just the thing not to do in 999 cases out of a thousand, the reason being that malaria in the hill land is carried by a mosquito which breeds in hill streams and cannot be abolished by open drainage. Its name is *Anopheles Maculatus*, and Dr. WATSON mentioned that this species of mosquito exists in Hongkong. "Wherever it exists malaria is severe." The way they dealt with this problem in the Malay States was to put these streams underground for a certain distance round the habitations on the estates—probably half a mile—and on the three estates which were the first to provide the money for the experiment, the result in one case was a complete success, while on the other two there had been a distinct improvement in health, "but not as complete as we wish or intend to get." Then the Government drained an extensive area in the Federal Capital, the result of which was excellent. In the words of the Principal Medical Officer, Dr. "SANSOM'S" Annual Report: "The results were immediate and completely satisfied the most sanguine anticipation." It may safely be claimed that general infection is now non-existent within the drained area." This drained area was that occupied by the highest Government officials in the land and reserved for them. No fault could be found with their houses, food of the inhabitants or general sanitary arrangements. Yet malaria had been an absolute scourge. For several years past malaria has been fought in Hongkong by much the same means with highly satisfactory results, but much still remains to be done. Meanwhile it is encouraging to observe how new knowledge, gained by laborious investigation and experiment, has given to the health authorities in tropical countries absolute control over the malaria of low flat land, and high hopes of control of that of hill land, as well as of abolishing malaria from rice fields.

H.M.S. *Newcastle* is going out to Mrs. Bay on Monday next and proceeds to Shanghai on the 15th inst. H.M.S. *Farmouth* leaves Shanghai on the 19th inst. for Hongkong.

We owe our readers an apology for the late delivery of the *Daily Press* yesterday and on Saturday. The delay arose through a mishap in the machine-room which disorganised two machines and great difficulty was experienced by the fitters in getting the mechanism of the machines in perfect register again.

At the Magistracy yesterday two lunkers and a coolie from the Wanchai Police Station appeared to answer charges preferred against them of being concerned in a highway robbery, committed on the hillside near Tai Hang village. Mr. Otto Kong Sing was for the defendants, and the case was adjourned, bail being allowed in \$100 each.

The death of Mr. David M. Clarkson, Harbin, is announced. Mr. Clarkson died suddenly of heart failure in Harbin Station on the evening of the 18th ultimo while waiting to take the express to the south. Mr. Clarkson was a well-known business man in the territory, having lived for many years in Vladivostok, where he had his firm, afterwards coming to Harbin.

A number of coolies employed at Messrs. Jardine, Matheson & Co.'s Sugar Refinery attacked the No. 1 engineer (a compatriot) and another Chinese named Ai Fat early on Wednesday morning. The engineer was struck on the head, and had to be removed to the hospital. The police arrested one man in connection with the affray, and at the Magistracy yesterday this man was remanded until the engineer is able to attend the Court and give evidence.

TELEGRAMS. TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE MONGOLIAN MISSION.

ONLY PARTLY SUCCESSFUL.

LONDON, January 7th.

The *Times* correspondent at St. Petersburg says that the efforts of the Mongolian Mission to obtain money and arms in Russia have not proved successful in the sense desired by the envoys. Russia was only willing to assist the Mongolians so far as her assistance would not constitute a menace to the peaceful relations with China. Otherwise, the result of the Mission may well be regarded as satisfactory to the interests of all concerned, as doubtless will be shown at the impending Conference at Uiga.

THE HOME RULE QUESTION.

ULSTER NOT TO BE ENCLUDED.

LONDON, January 7th.

The *Morning Post* states that conversations between Mr. Asquith and Mr. Bonar Law in regard to Home Rule have practically ended, and that negotiations for a settlement of the question have failed, as Mr. Asquith is unable to concede the demand for even the temporary exclusion of Ulster from the Bill.

UNIONISTS AND FISCAL REFORM.

IMPORTANT NEW ORGANISATION.

LONDON, January 7th.

A Unionist Tariff Protest League has been formed to organise action by Unionists who are dissatisfied with the Fiscal Reform policy, or who think that it is inopportune to proceed with it at present.

NAVY LEAGUE 7. NAVAL ECONOMISTS.

LONDON, January 6th.

The Navy League has organised a National campaign in opposition to the meetings which have been organised by the Naval economists to be held in the West End and in the City before the opening of Parliament.

WAR OFFICE APPOINTMENT.

SIR EDWARD WARD'S SUCCESSOR.

LONDON, January 6th.

It is officially announced that Sir R. H. Brade, Assistant Secretary at the War Office, who had the honour of K.C.B. conferred upon him on 1st January, has been appointed Permanent Under-Secretary of State at the War Office, in succession to Sir Edward Ward, who is about to retire.

LABOUR TROUBLES IN SOUTH AFRICA.

RAILWAY EMPLOYEES DECIDE TO STRIKE.

PRETORIA, January 7th.

At a meeting of railwaymen, it was resolved to strike at midnight to-night, as a result of the refusal of the Government to comply with the demands in reference to the retrenchment of the staff.

DURBAN, January 7th.

At a meeting of the coal miners, it was resolved not to resume work until the full demands had been granted.

JOHANNESBURG, January 7th.

Sir Louis Botha, in the course of a speech, announced that a Bill would be introduced in the forthcoming Session of the South African Parliament, to protect the men who were willing to work, from molestation by the strikers.

CROWN PRINCE AND THE ZABERN AFFAIR.

HIS ATTITUDE CRITICISED BY LIBERAL PRESS.

BERLIN, January 6th.

Interest in the Zabern affair has shifted from the trial of Colonel Reuter to the Crown Prince's telegrams, which were sent, not to Colonel Reuter, but to the General Commanding the Forces in Alsace.

The Liberal Press sharply criticises the Crown Prince's habit of intervening in public affairs.

OFFICERS MOBBED IN ALSACE.

STRASBURG, January 6th.

As Colonel Reuter and other officers were leaving the Court, they were mobbed. They sought refuge in a tram-car.

OBITUARY.

LONDON, January 6th.

The death is announced of Cellier, the well-known composer and conductor.

[THROUGH REUTER'S AGENCY.]

THE DISASTER TO THE "OKLAHOMA."

SUDDENLY BREAKS IN HALF.

LONDON, January 7th.

The *Oklahoma* was the largest tank steamer afloat, valued at \$110,000, and believed to be unsinkable. The Captain reports that she suddenly broke in half. It is still hoped that some of the missing are saved.

NEW YORK, January 7th.

A boat from the *Oklahoma* has been picked up with five survivors. Originally there were some dozen aboard. The boat capsized several times, and only five were saved.

The survivors confirm the statement that the vessel buckled up while apparently suspended between two waves. The engines were "racing," and enormous waves dashed against the doomed ship. The cold was intense.

A circle of ships fruitlessly attempted rescues.

The disaster recalls the terrible *Vultur* scenes.

GALLANT RESCUE OF FIVE MEN.

The steamer *Gregory* rescued five survivors of the *Oklahoma*, which met with disaster in the storm on the east coast of the United States. The Captain got the *Gregory* to the lee side of the lifeboat, hoping thereby that the giant waves would wash the latter on to the *Gregory's* deck. When the lifeboat drifted near, with six men clinging to her, the craft capsized, scattering the men into the sea.

Two mates of the *Gregory* at once plunged into the sea to swim to the boat. Ropes were thrown to them, and they worked for two hours before they were able to get the men aboard. Huge waves repeatedly dashed them against the side of the steamer, tearing the survivors out of their grasp.

The sixth man was frozen to death, and when the two gallant rescuers were brought alongside they were in a critical condition as the result of exposure.

THE UGANDA RAILWAY.

LORD HINDLIFF'S RECOMMENDATIONS TO THE GOVERNMENT.

LONDON, January 7th.

Lord Hindlip writes to *The Times* welcoming Mr. Frederic Shelford's representations in regard to the Uganda Railway. He says that three courses are open to the Government:—Firstly, to pay 5 per cent. on needful outlay; secondly, to issue securities and build themselves; thirdly, to allot the building and management to a public company, while maintaining control by keeping the bulk of the ordinary shares in their own hands.

THE ANGLO-GERMAN WEDDING.

BERLIN, January 7th.

The Hon. John Mitford, son of Lord Redesdale, was married to Fraulein Friedlander yesterday. Through its modest dimensions, Holy Trinity Church would not permit of a great gathering, but it was nevertheless a most fashionable function. The bride was attired in a dress of white satin, trimmed with costly lace, and the four bridesmaids wore light blue material. Four cavaliers attended the bride instead of pages.

THE CHURCH CONTROVERSY.

LONDON, January 7th.

The Kikuyu controversy continues to rage. It was elicited yesterday that letters have been written by Lord George Hamilton, Sir Godfrey Lagden, and Colonel Cunningham, who served at Kikuyu and Uganda during the early days of British occupation, in which all three strongly support the action of the Bishops of Mombasa and Uganda, and depreciate the confusing of the minds of the natives with narrow sectarianism, especially in countries where Christianity is confronted by militant Mohammedan proselytism.

VIOLENT EARTHQUAKE IN GREECE.

ATHENS, January 6th.

There have been violent earthquake shocks at Elis and Peloponnesus, resulting in great damage to property.

CORRESPONDENCE.

THE FATAL RICKSHAW COLLISION.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

Sir,—In view of the rickshaw collision reported in your issue of yesterday, whereby a poor coolie lost his life, is it not time that the police made some effort to control more effectively the vehicular traffic of the Colony?

Anyone taking a rickshaw ride through one of the main thoroughfares of the city, cannot but be painfully impressed with the utterly wild and reckless running of the rickshaw pullers, darting hither and thither, suddenly swerving to the right, left, or centre, entirely regardless of the risk to themselves or their fares, while the police stand by as calm spectators.

On more than one occasion, the writer has seen a "mix-up" of rickshaws and chairs, and while the coolies were making frantic efforts to extricate themselves or their fares, a Sikh policeman near by would be having a most hearty laugh at the spectacle, as though the whole thing was prepared for his amusement.

The wonder is not that a poor coolie has lost his life by this collision, but that serious accidents of the kind are not of more frequent occurrence, and as a member of the public, I protest most strongly at the apathy displayed by those in whose keeping is the public safety, in such a vital matter as the regulation of traffic. The police have the necessary legal power to enforce order, and they but need to exercise it.—Yours truly,

Hongkong, 7th January, 1914.

CANTON NOTES.

[FROM OUR OWN CORRESPONDENT.]

CANTON, January 6th.

LOAN NEGOTIATIONS IN HONGKONG.

Some weeks ago, a report was current that the Government contemplated negotiating for a loan, the security to take the form of certain Government properties. Taking advantage of the New Year holiday, Mr. Lin Ka Chee, the Commissioner of Finance, went down to Hongkong to interview the representative of the prospective group of Hongkong (European) merchants on this subject, with whom he is reported to have arrived at a satisfactory understanding. Whilst it was said that the group would have no difficulty in raising the sum of \$5,000,000 at any moment, they seemed to be dissatisfied with Government properties as security, and requested that two of the Government business concerns be pledged instead. Mr. Liu, being of the opinion that this would make no difference, inasmuch as the loan was to be only for a short term, accordingly wired to the Civil Administrator and the Currency Superintendent, both of whom are reported to have replied endorsing his view, and authorising him to execute the agreement.

THE PROVINCIAL ASSEMBLY.

The Civil Administrator has again instructed the Commissioner of Internal Affairs to hasten the completion of a full list of names of voters and candidates, in order that the new Provincial Assembly may be formed as early as possible, in accordance with instructions received from the National Council (Kuowuyuan). It may be recalled that the compilation of this list was ordered to be commenced about a month ago, but, so far, it does not seem to be forthcoming.

THE NEW COMMISSIONER OF INDUSTRIES.

Mr. Lo Po, the newly-appointed Commissioner of Industries, who took up office on the 31st of last month, in the course of an interview with Civil Administrator Li, touched on the subject of the fisheries of the province. His Excellency remarked that, as the profit to be derived from this source was immeasurable, steps should be taken to develop the industry. He had already directed the various district authorities to promote and encourage it as far as possible, and requested the Commissioner to give every assistance to the fishery companies in improving their interests.

ADMIRAL LI AND GENERAL TSAI.

Admiral Li Chun, and General Tsai Shao Chen, have telegraphed to the Authorities that they have been appointed by the President, Commissioners for the Disbandment of Troops in Kwangtung, and that they will proceed south in February.

HONGKONG CARGO JUNK DETAINED.

While cruising in the neighbourhood of Pucca Tiers, the gunboats *Kong Ta* and *Kong Ching* received information that a cargo-junk No. 1130, from Hongkong, which was about to enter the port, had a large quantity of fire-arms on board, contrary to the regulations, and they arrested the vessel, which was towed up to Canton and anchored near the Government Pier, under a strong guard of police and soldiers. No details have been published as to the quantity of the various articles, but it is very considerable. In addition to the arms, the junk carried a full complement of cargo, which comprised hides, timber, and sundry brass and iron goods. The commodities, however, have been allowed to take delivery of these goods.

CHINA SERVICE.

A PROPOSED GOVERNMENT PRESS BUREAU.

SHANGHAI, January 7th.

The Prime Minister, Hsiung Hsi Ling, gave a banquet yesterday, to which were invited the representatives of the Foreign Press.

In a speech, the Prime Minister said that he regarded them as gratuitous counsellors of his Government, on whose help the Council of Ministers would count strongly; and the Cabinet would show itself grateful by instituting a new Press Bureau, which would not only offer, but also accept advice. He hoped that much good would be achieved by reciprocal work of this kind.

Mr. Lennox Simpson ("Putnam Weale"), the Correspondent of the *London Daily Telegraph*, replied, thanking the host on behalf of the guests, and endorsing his views.

A SUPREME COURT FOR CHINA.

SHANGHAI, January 7th.

The First Civil Senate of the newly-instituted Chinese Supreme Court will be inaugurated on January 15th.

THE MILITARY CONFERENCE.

SHANGHAI, January 7th.

General Ying Chang, Minister of War just prior to the Revolution, will probably be the Chairman of the coming Military Conference.

THE TUTUHSHIP OF SZECHUAN.

SHANGHAI, January 7th.

Chao Ping Chuen is resolved to decline the Tutuhship for Szechuen, should it be offered him.

EUROPEAN SERVICE.

POSSIBLE TURCO-GREEK CONFLICT.

RUSSIA TAKES ACTION.

BERLIN, January 6th.

Russia is massing troops on the Armenian frontier in view of a possible Turco-Greek conflict.

THE PRINCELY CROWN OF ALBANIA.

OFFERED TO IZZET PASHA.

BERLIN, January 6th.

The Albanian Commission has proceeded to Constantinople and offered to Izzet Pasha the Princely Crown of Albania on behalf of the Mahomedan Albanians. Izzet Pasha is stated to be undecided as yet whether to accept it or not.

The Prince of Wied will arrive at Durazzo after the evacuation of South Albania.

LANDSLIP ON CONDUIT ROAD.

Information reached the Central Police Station and the Fire Brigade Station yesterday that a big landslip had occurred close to Buxey Lodge, on the Conduit Road, and that several people had been buried. Chief Inspector D. Gourlay, Inspector McDonald, and members of the Fire Brigade proceeded on the motor to the scene, a posse of Indian and Chinese police following. On arriving, however, it was ascertained that two or three tons of earth had fallen from the foundations of a house which is in course of erection. All the coolies employed on the place were having their mid-day meal at the time, and no one was injured.

CHESS.

The return match between the European Y.M.C.A. Chess Club and the Hongkong Chess Club at the City Hall resulted as follows:—

Y.M.C.A. CHS. CLUB.	W.	H.K. CHS. CLUB.
J. R. Wood		O. P. de Carvalho.
Thos. Waller		O. M. J. Dannenberg.
Cao. Pien		I. V. Souza
C. A. Sutherland		O. H. E. Pollock
Russ		O. P. A. Rosario
J. V. Longstaff		W. 1
		W. 2

ASSOCIATION FOOTBALL.

A really good game resulted from the meeting of these teams at Wynn Valley yesterday afternoon. The players were at full strength, but unfortunately the Club were minus two of their regular players. Early in the game the host Club after a scramble, but finally

announced for the Club, headed the "Wynn Valley" team, and the result was a goal for the Wynn Valley team, and the game ended in a draw. The Wynn Valley team, however, have been allowed to take delivery of these goods.

VESSELS ON THE BERTH

THE "INDRA" LINE, LIMITED

For NEW YORK
(With liberty to call at Malabar Coast).

THE Steamship

THE "INDRAKUALA"
Captain A. H. Smith, will be despatched as above on 10th January, 1914.

This Steamer has superior accommodation for a limited number of First Class Passengers. For freight or passage, apply to
JARDINE, MATHESON & Co., Ltd., Agents.
Telephone No. 215, Sub. Ex. No. 9.
Hongkong, 25th December, 1913. [1417]

GLEN LINE (McGREGOR, GOW & CO.), LTD.

For MARSEILLES, LONDON
ROTTERDAM AND ANTWERP.

THE Steamship

"GLENSTRAE"
Captain J. McGillivray, will be despatched for the above Ports on or about 11th January, 1914.

For freight or passage, apply to
SHEWAN, TOMES & Co., Agents.
Hongkong, 17th December, 1913. [1442]

THE "INDRA" LINE, LIMITED.

For SAN FRANCISCO

THE Steamship

"INDRASAMHA"
Captain Jones, will be despatched as above about 11th January, 1914.

For freight and further information apply to
JARDINE, MATHESON & Co., Ltd., Agents.
Telephone No. 215, Sub. Ex. No. 9.
Hongkong, 6th January, 1914. [1418]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

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PORTS, PLYMOUTH AND
LONDON.

THROUGH BILLS OF LADING ISSUED FOR

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AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"EGYPT"
Captain F. R. Summers, carrying His Majesty's Mails, will be despatched from this port for BOMBAY, on SATURDAY, the 17th January, 1914, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Co.'s s.s. "MOOLTAN," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables and Tea and Cargo for France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed by Bombay and transhipped to s.s. "MANTUA," due in London on the 28th February, 1914.

Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 5th January, 1914. [1]

THE AMERICAN AND ORIENTAL LINE.

For BOSTON AND NEW YORK VIA
SUEZ CANAL.

(With liberty to call at the Malabar Coast).

THE Steamship

"SHIRLEY"
Captain Hopley, will be despatched as above on SATURDAY, the 17th January, 1914.

For freight and passage, apply to
ARNOLD, KABELG & Co.,
General Agents.
Hongkong, 17th December, 1913. [1442]

HONGKONG HANSARD REPORTS

of the MEETINGS of the
LEGISLATIVE COUNCIL for the
Session 1912.

REVISED BY THE MEMBERS.

PRICE \$5.

DAILY PRESS OFFICE.

Hongkong, 25th June, 1913.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "K," nearest Hongkong "H," midway between Hongkong and Kowloon "M," and those vessels berthed at the Kowloon Wharf "K.W." together with the number denoting the section.

1. From Green Island to the Harbour Master's Pier. 2. From Harbour Master's Pier to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON VIA USUAL PORTS OF CALL.	EGYPT	Brit. str.	—	F. R. Summers	P. & O. S. N. Co.	On 17th inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	BORNEO	Brit. str.	—	P. S. Ram, R.N.R.	P. & O. S. N. Co.	About 21st inst.
LONDON & ANTWERP.	DEN OF AIRLIE	Brit. str.	—	Jas. McGillivray	JARDINE, MATHESON & Co., Ltd.	About 28th Feb.
MARSEILLES, LONDON, ROTTERDAM & ANTWERP.	GLORIEUX	Brit. str.	—	Lancelin	SHEWAN, TOMES & Co.	About 11th inst.
MARSEILLES VIA SAIGON, S'PORE, COLOMBO, PORT SAID.	PAUL LEOAT	Brit. str.	—	T. Sato	MESSAGERIES MARITIMES	On 13th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HITACHI MARU	Jap. str.	—	Kokate	NIPPON YUSEN KAISHA	On 14th inst., at D'light.
MARSEILLES, BREMEN & HAMBURG, &c.	MARK	Ger. str.	k. w.	Christiansen	MELCHERS & Co.	On 14th inst.
MARSEILLES, DUNKERQUE, A'WERS, H'AM & BREMEN, &c.	SLEBIA	Ger. str.	k. w.	Diedrichsen	HAMBURG-AMERICA LINE	On 26th inst.
HAYE, EMDEN & HAMBURG, &c.	GOLDENFELS	Ger. str.	k. w.	Luebke	HAMBURG-AMERICA LINE	On 13th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	PREUSSEN	Ger. str.	k. w.	H. W. L. Holman	HAMBURG-AMERICA LINE	On 8th Feb.
ROTTERDAM, BREMEN & HAMBURG, &c.	GLENNY	Brit. str.	—	R. Shimizu	JARDINE, MATHESON & Co., Ltd.	About 10th inst.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & P'LAND.	AWA MARU	Jap. str.	—	I. Goto	NIPPON YUSEN KAISHA	On 13th inst., at Noon.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	CHICAGO MARU	Jap. str.	—	Neuman	YOKA S. S. S. Co.	On 22nd inst., at 1 p.m.
VICTORIA, B.C. & TACOMA VIA JAPAN, &c.	SAKUNA	Ger. str.	k. w.	H. Torner	HAMBURG-AMERICA LINE	On 2nd Feb.
VICTORIA, VANCOUVER, SEATTLE & PORTLAND.	LUETZOW	Ger. str.	—	A. H. Smith	MESSAGERIES MARITIMES	On 21st inst., at 10 a.m.
TRIESTE, VIA SINGAPORE, PENANG, COLOMBO, &c.	KORREER	Ass. str.	—	Hopley	SANDER, WHEELER & Co.	On 15th inst., at 4 p.m.
TRIESTE, RYME, VENICE VIA SINGAPORE, &c.	CHINA	Ass. str.	—	F. L. Davidson	JARDINE, MATHESON & Co., Ltd.	On 10th inst.
NEW YORK	INDRAKUALA	Ass. str.	—	Meisner	ARNOOLD, KABELG & Co.	On 17th inst.
BOSTON & NEW YORK VIA PORTS & SUEZ CANAL.	MONTEAGLE	Brit. str.	2 m.	H. Powell	CANADIAN PACIFIC CO.	On 15th inst., at Noon.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	2 m.	A. G. Stevens	PACIFIC MAIL S.S. Co.	On 16th inst.
VANCOUVER, SEATTLE and/or TACOMA & P'LAND. (Or)	NILE	Ass. str.	—	J. P. Jones	JARDINE, MATHESON & Co., Ltd.	On 5th Feb., at Noon.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	NIPPON MARU	Jap. str.	—	Gilman & Co.	NIPPON YUSEN KAISHA	On 10th inst., at D'light.
SAN FRANCISCO VIA MANILA & JAPAN, &c.	MONSIEUR	Ass. str.	—	Schlesinger	MESSAGERIES MARITIMES	On 15th inst., at 11 a.m.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	INDRASAMHA	Ass. str.	—	A. H. Smith	JARDINE, MATHESON & Co., Ltd.	On 10th inst., at Noon.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	MONSIEUR	Ass. str.	—	H. Powell	ARNOOLD, KABELG & Co.	On 17th inst.
PREMIER, WEST AUSTRALIA	CHANGSHA	Brit. str.	1 m.	R. Glegg	JARDINE, MATHESON & Co., Ltd.	On 13th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	LANGO MARU	Jap. str.	—	Hirase	NIPPON YUSEN KAISHA	On 10th inst., at D'light.
AUSTRALIAN PORTS VIA MANILA	PRINCE SHESMUND	Brit. str.	—	O. J. D. Ahlers	MESSAGERIES MARITIMES	On 14th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	ALDENHAM	Brit. str.	—	Frederick	NIPPON YUSEN KAISHA	On 15th inst., at 4 p.m.
MEXICAN, PERUVIAN & CHILE PORTS VIA JAPAN	KIYO MARU	Jap. str.	—	C. J. Swanson, R.N.R.	DAVID SARGSON CO., LTD.	On 1st Feb., at 6 a.m.
JAPAN	YUWONG	Ass. str.	—	K. Tashira	OSAKA SHOSHIN KAISHA	On 14th inst., at Noon.
YOKOHAMA, KOBE & MOJI	LOVAT	Brit. str.	—	Y. Yamamoto	OSAKA SHOSHIN KAISHA	On 11th inst., at 10 a.m.
YOKOHAMA & KOBE VIA SHANGHAI	VOEWALDTS	Ass. str.	—	K. Murakami	OSAKA SHOSHIN KAISHA	On 10th inst., at 2 p.m.
KOBE & MOJI	SUTSANG	Brit. str.	—	W. C. Passmore	DOUGLAS LARPAKE & Co.	On 13th inst., at 11 a.m.
KOBE & YOKOHAMA	IYO MARU	Jap. str.	—	A. S. Hodgins	DOUGLAS LARPAKE & Co.	On 16th inst., at 11 a.m.
NAGASAKI, KOBE & YOKOHAMA	PRINCE WALDEMAR	Ger. str.	—	P. H. Rolfe	JARDINE, MATHESON & Co., Ltd.	On 10th inst., at 2 p.m.
CHINWANTAO	NIRO MARU	Jap. str.	—	J. Miller	SHAWAN, TOMES & Co.	On 12th inst., at 4 p.m.
HONGKONG	HOPSON	Brit. str.	—	Sidford	BUTTERFIELD & SWIRE	On 13th inst., at 4 p.m.
SHANGHAI	HUTCHOW	Brit. str.	1 m.	W. G. G. Leask	JARDINE, MATHESON & Co., Ltd.	On 17th inst., at 3 p.m.
SHANGHAI & TSINGTAU, KOBE & YOKOHAMA	PRINCE LUDWIG	Ger. str.	1 m.	F. S. McMurray	SHAWAN, TOMES & Co.	On 22nd inst., at 4 p.m.
SHANGHAI & TSINGTAU	YINGCHOW	Brit. str.	1 m.	K. Hori	YOKA S. S. S. Co.	On 12th inst., at 11 a.m.
SHANGHAI, MOJI, KOBE & YOKOHAMA	NYANZA	Brit. str.	—	C. P. Seddoe	NIPPON YUSEN KAISHA	On 10th inst., at Noon.
SHANGHAI VIA SWATOW	HANGSANG	Brit. str.	—	P. M. B. Lake	JARDINE, MATHESON & Co., Ltd.	On 30th inst., at Noon.
SHANGHAI, KOBE & YOKOHAMA	CORDILLERA	Brit. str.	—	J. Koehler	MELCHERS & Co.	On 4th Feb., at 9 a.m.
SHANGHAI	SHARPS	Brit. str.	1 m.	H. Mathias	BUTTERFIELD & SWIRE	On 14th inst., at 10 a.m.
SHANGHAI, KOBE & YOKOHAMA	O. J. D. AHLERS	Ass. str.	k. w.			
SHANGHAI, MOJI & KOBE	BOMBAY MARU	Jap. str.	—			
SHANGHAI	LECHOW	Brit. str.	1 m.			
SHANGHAI, KOBE & YOKOHAMA	DEVANHA	Brit. str.	—			
SHANGHAI & TSINGTAU	SANUKI MARU	Jap. str.	—			
SHANGHAI, KOBE & MOJI	KANCHO	Brit. str.	1 m.			
SHANGHAI	FORLITA	Brit. str.	—			
SHANGHAI, YOKOHAMA, KOBE & MOJI	BORNEA	Ass. str.	—			
SHANGHAI	YENDO	Ass. str.	—			
ANPING & TAKAO VIA SWATOW & AMOY	TITANIC	Ass. str.	—			
FOOCHOW VIA SWATOW & AMOY	SOSEU MARU	Jap. str.	—			
SWATOW, AMOY & FOOCHOW	KAIJO MARU	Jap. str.	—			
SWATOW, AMOY & FOOCHOW	DAIJI MARU	Jap. str.	—			
SWATOW, AMOY & FOOCHOW	HAICHING	Brit. str.	2 h.			
SWATOW, AMOY & FOOCHOW	HAITANG	Brit. str.	2 h.			
SWATOW, AMOY & FOOCHOW	HAIFAN	Brit. str.	2 h.			
MANILA	YUNNANG	Ass. str.	—			
MANILA, MANGARIN, CEBU & ILOILO	TEAN	Ass. str.	1 m.			
MANILA, CEBU & ILOILO	LOONGSANG	Brit. str.	—			
MANILA, MANGARIN, CEBU & ILOILO	ZAFIRO	Ass. str.	—			
BATAVIA, CHERIBON, SAMARANG, &c.	THIBODA	Ass. str.	—			
BOMBAY VIA S'PORE, PORT SHAM, PENANG & COLOMBO	JAVA MARU	Jap. str.	—			
SINGAPORE, PENANG, & CALCUTTA	JAPAN	Brit. str.	—			
SINGAPORE, PENANG & CALCUTTA	TOKA MARU	Jap. str.	—			
SINGAPORE, PENANG & CALCUTTA	NAMSANG	Brit. str.	—			
SINGAPORE, PENANG & CALCUTTA	YATSHING	Ger. str.	—			
JERSEY, KUDAT & SANDAKAN	BORNEO	Ass. str.	—			
HAIPHONG	KAIPONG	Brit. str.	1 m.			

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1913.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

TO VANCOUVER					TO L'POOL					FROM L'POOL					FROM VANCOUVER				
Steamers	Hong-kong	Shanghai	Nagasaki	Kobe	Yokohama	Vancouver	St. John N.B.	Liverpool	Arrive	Steamers	Liverpool	St. John N.B.	Vancouver	Yokohama	Kobe	Nagasaki	Shanghai	Hong-kong	Arrive
MONTEAGLE	Thurs. 15 Jan.	18 Jan.	20 Jan.	22 Jan.	25 Jan.	8 Feb.	14 Feb.	21 Feb.	6 Dec.	13 Dec.	EMPEROR OF INDIA	18 Dec.	1 Jan.	2 Jan.	4 Jan.	6 Jan.	9 Jan.	12 Jan.	15 Jan.
EMPEROR OF INDIA	Thurs. 15 Jan.	18 Jan.	20 Jan.	22 Jan.	25 Jan.	8 Feb.	14 Feb.	21 Feb.	20 Dec.	27 Dec.	EMPEROR OF ASIA	1 Jan.	12 Jan.	15 Jan.	18 Jan.	21 Jan.	24 Jan.	27 Jan.	30 Jan.
EMPEROR OF ASIA	Thurs. 15 Jan.	18 Jan.	20 Jan.	22 Jan.	25 Jan.	8 Feb.	14 Feb.	21 Feb.	3 Jan.	10 Jan.	EMPEROR OF JAPAN	15 Jan.	29 Jan.	30 Jan.	1 Feb.	3 Feb.	6 Feb.	9 Feb.	12 Feb.
EMPEROR OF JAPAN	Thurs. 15 Jan.	18 Jan.	20 Jan.	22 Jan.	25 Jan.	8 Feb.	14 Feb.	21 Feb.	17 Jan.	23 Jan.	EMPEROR OF RUSSIA	29 Jan.	9 Feb.	11 Feb.	12 Feb.	14 Feb.	17 Feb.	20 Feb.	23 Feb.
EMPEROR OF RUSSIA	Thurs. 15 Jan.	18 Jan.	20 Jan.	22 Jan.	25 Jan.	8 Feb.	14 Feb.	21 Feb.			MONTEAGLE	19 Feb.	7 Mar.	10 Mar.	12 Mar.	15 Mar.	18 Mar.	21 Mar.	24 Mar.

PASSAGE RATES—HONGKONG TO LONDON.

Steamers	Meals and Sleeping	Car Berth across	Canada &c. additional
EMPEROR OF RUSSIA	£71.10	£71.10	
EMPEROR OF ASIA	£65	£65	
EMPEROR OF INDIA	£43	£43	
EMPEROR OF JAPAN			
MONTEAGLE			

Hour of Departure.—All Steamers sail from Hongkong at Noon.
Passengers purchasing Trans-Pacific Round Trip tickets to points in Canada and the United States have the option of returning from San Francisco by the steamers of the PACIFIC MAIL S.S. Co. or TOYO KISEN KAISHA.
SPECIAL FIRST CLASS RATES granted to Naval and Military Officers, Civil Servants, Missionaries, etc. Particulars will be furnished on application.
AROUND THE WORLD RATES in connection with SWISS MAIL LINES or TRANS-SIBERIAN ROUTE.

THE "EMPEROR OF RUSSIA" AND "EMPEROR OF ASIA"

registered tonnage 16,850, displacement 30,625 tons, are new quadruple screw turbine steamers, the finest, fastest and most luxurious on the Pacific. The passenger accommodation includes Suites, Rooms with Bath, Single Berth Rooms, Library, Lounge, Gymnasium, Laundry, etc.

SPLENDID OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic steamers, "EMPEROR OF BRITAIN" and "EMPEROR OF IRELAND."

HOTELS.—The service furnished by the Company's chain of Hotels is unsurpassed.

THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless Installation.

Passengers may proceed by Rail between Ports of Call in Japan if so desired.

Route from HONGKONG via SHANGHAI, NAGASAKI (through INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C.

For full particulars of Passage and Freight Rates, Pamphlets, etc., please Apply to—

D. W. CRADDOCK,

GENERAL TRAFFIC AGENT, Corner Pedder Street and Praya

SHIPPING

ARRIVALS.

ASIA MARU, Japanese str., 1,857, Y. Nishi, 6th January—Chefoo 31st December, Bean and General.—Chinese.
AWA MARU, Japanese str., 3,912, R. Shimidzu, 7th January—Shanghai 4th January, General.—Nippon Yusen Kaisha.
CHINGHONG, British str., 1,936, Doyle, 7th January—Kwang Yon 4th January, Cement Steamer.—Shewan, Tomes & Co.
CHUYEN, Chinese str., 1,177, W. Leggo, 7th January—Amoy 6th January, Nil.—Chinese.
DADIN MARU, Japanese str., 80, K. Murakami, 7th January—Swatow 4th January, General.—Osaka Shosen Kaisha.
EMDEN, German cruiser, 5,600, Restoroff, 6th January—Shanghai and Swatow.
HAKUTO MARU, Japanese str., 2,526, K. Chiba, 7th January—Sourabaya 27th December, Sugar and Coffee.—Doddwell & Co.
HAFSLUND, Norwegian str., 1,065, J. Jorgensen, 7th January—Swatow 6th January, General.—Java-China-Japan Ltd.
HSINGHONG, Chinese str., 7th January—Canton.
HUTCHOW, British str., 7th January—Canton.
LEBE, Chinese str., 825, MacLean, 6th January—Chefoo 1st January, General.—Chinese.
KANSAI, British str., 1,143, R. Caine, 7th January—Haiphong 5th January, 5th January, Coal.—Butterfield & Swire.
KANG PING, Chinese str., 7th January—Canton.
NIPPON MARU, Japanese str., 2,945, Nishigawa, 6th January—Sobatski 29th December, Coal.—A. Bane & Co.
TAKSANG, British str., 977, McClure, 7th January—Weihwei 1st January, General.—Jardine, Matheson & Co.
YINGHONG, British str., 1,220, Pottinger, 7th January—Shanghai 4th January, General.—Butterfield & Swire.

DEPARTURES.

AT THE HARBOUR MASTER'S OFFICE.
January 7th.
HONGKONG, French str., for Hoihow.
HUTCHOW, British str., for Hongkong.
KANSAI, British str., for Swatow.
KANG PING, Chinese str., for Kobe.
KORUSK, Russian str., for Singapore.
MEXICO CITY, British str., for Moji.
YUNNAN, British str., for Haiphong.
DEPARTURES.
January 7th.
BUELOW, German str., for Hamburg.
C. DIEDERICHSEN, Ger. str., for Hoihow.
C. F. LAEBS, German str., for Hamburg.
CHINHA, British str., for Manila.
IENE, Chinese str., for Canton.
KUTCHOW, British str., for Hoihow.
LYCORN, British str., for London.
MEXICO MARU, Japanese str., for Victoria.
PREUSSEN, British str., for Yokohama.
PRINCE STEINMETZ, Ger. str., for Thana.
PRINCE STEINMETZ, Ger. str., for Thana.
SABINE RICHARDS, Dutch str., for Famen.
SHIBUTO MARU, Jap. str., for Dairen.
SIMLA, British str., for London.
TAKSANG, British str., for Kobe.
TELEGRAPH, British str., for Saigon.
THONGWA, British str., for Singapore.
TSURU MARU, Japanese str., for Miike.

SHIPPING REPORTS.

The Hongkong str. "Hutlow" reports: Strong N.E. and E.E.
The British str. "Yingchow" reports: Light airs and calm and hazy throughout.
The British str. "Taksang" reports: Strong N.W. gale two days after leaving port; thence fine weather to port.

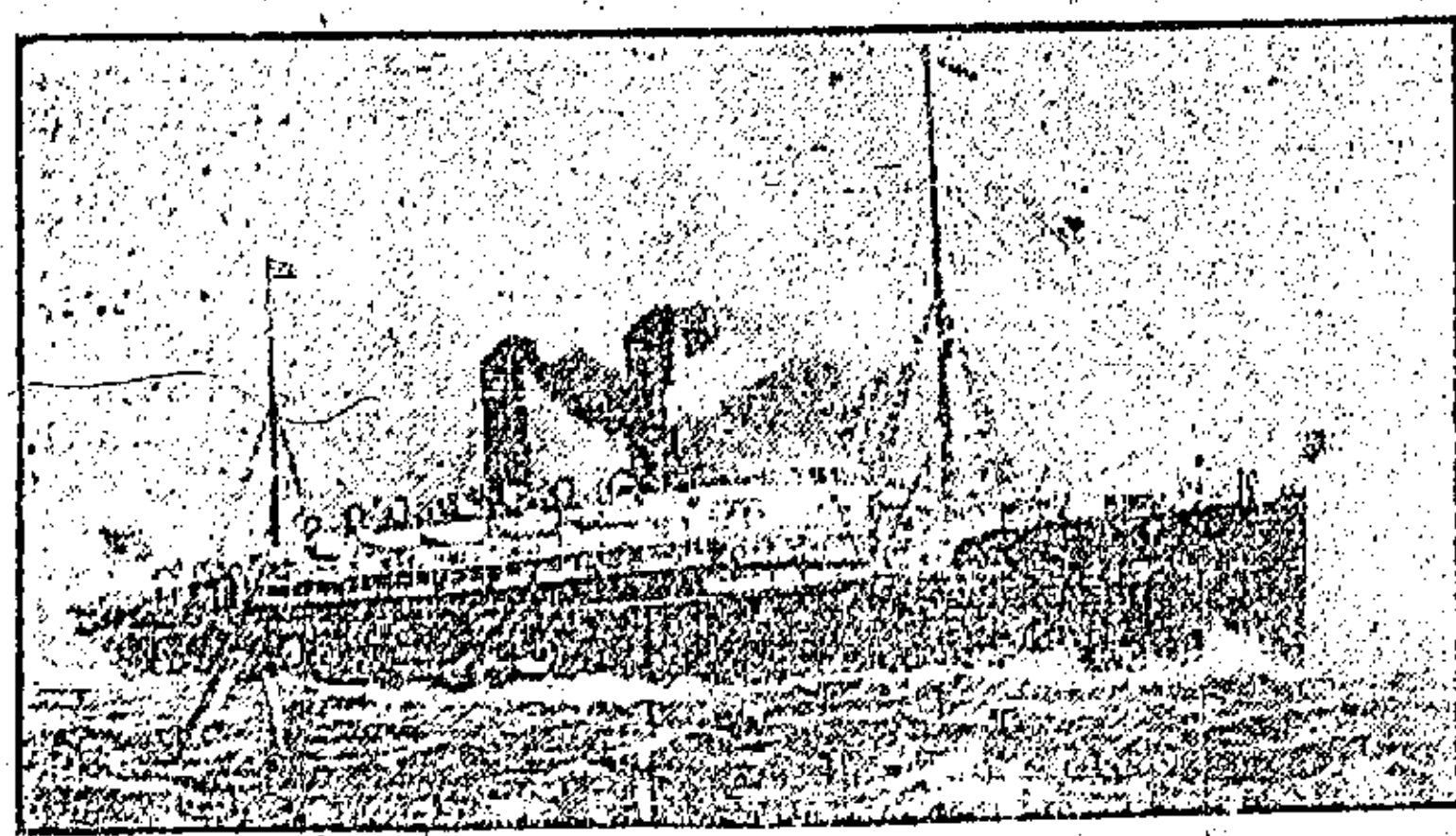
LATEST STEAMER MOVEMENTS.

The C.P.R. str. "Monteagle" left Shanghai on the 7th January, at 5 a.m., and is due to arrive here on the 10th January, at daylight.
The C.P.R. str. "Empress of Asia" left Vancouver on the 2nd January, a.m.
The str. "Rubi" left Manila on the 6th January, and is due here on the 9th January, at daylight.
The I.G.M. str. "York", which left here on the 10th December, arrived at Genoa on the 6th January, at 7 a.m.

PASSED THE CANAL.

December 12th—Bohemia, Nyanza, Nefus.
December 16th—Belgravia, Bengloe, Denigh, Hall, Japan, Prinz Ludwig, Vorwarts, Indraghita, the P. G. D. Allers.
December 19th—190, Maru, Macedonia, Persia, Glenary, O. J. D. Allers.
December 23rd—Annan, Atreus, Kasan, Deke Richmeyer.
December 30th—Benvenue, Brigavia, Cathay, Golden, Melsan, Michima Maru, Nara, Nubia, Sazonia, Teydes, Wakasa Maru, Arabia, Yanyze, City of Baroda.
January 2nd—Cardiganhire, Antiochus, Aragonia, Glenarret, Sambia, York, Brodstone.
January 6th—Bohemia,

PACIFIC MAIL

STEAMSHIP COMPANY.
THE AMERICAN LINE TO SAN FRANCISCO.

From HONGKONG calling at SHANGHAI, MANILA, NAGASAKI, KOBE (via Inland Sea), YOKOHAMA and FUKUOKA (the Paradise of the Pacific). Through Service via NEW YORK TO EUROPE.

SOME FEATURES OF SERVICE.

ELECTRIC FANS, SWIMMING TANK, ORCHESTRA, AMUSEMENTS, WIRELESS TELEGRAPHY, SUBMARINE SIGNAL SERVICE, AND BILGE KEELS. CUISINE UNDER THE PERSONAL SUPERVISION OF MR. V. MORONI, ONE OF THE WORLD'S MOST FAMOUS CATERERS.

Return Portion of Round Trip Tickets, available for Passage via C.P.R. from Vancouver if desired. Through Passengers have the privilege of travelling by Rail between Ports of Kobe and Yokohama.

STEAMERS	Tons	Sailing
NILE	11,000	SATURDAY, 10th Jan., at 10 A.M.
MONSIEUR	27,000	TUESDAY, 27th Jan., at 1 P.M.
PERSIA	9,000	SATURDAY, 7th Feb., at Noon.
K. RPA	18,000	
SIBERIA	18,000	
CHINA	1,200	
MANCHURIA	27,000	

S.S. "CHINA," S.S. "NILE" and S.S. "PERSIA" will proceed to Manila and thence direct to Nagasaki.

HONGKONG-MANILA SERVICE.

From HONGKONG	Arrive Manila	Leave Manila	From Manila
10th Jan. ... NILE	12th Jan.	27th Jan.	PERSIA ... 29th Jan.
7th Feb. ... PERSIA	9th Feb.		

FOR FREIGHT OR PASSAGE, APPLY TO—

R. C. MORTON, AGENT.

KING'S BUILDING (opposite Blake Pier), TELEPHONE No. 141.
Panama-Pacific International Exposition—San Francisco—1915.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN
VIA SHANGHAI.
FORTNIGHTLY SERVICE TO AND FROM EUROPE
VIA SUEZ CANAL.

FOR	STEAMER	To SAIL
SHANGHAI, KOBE AND YOKOHAMA	AND C. ROLLIERE	On 12th January.
	MAGILLAN	On 26th January.
	PAUL LECAT	On 13th January.
MARSEILLES VIA PORTS	DI MEHA	On 27th January.

ALL STEAMERS FITTED WITH WIRELESS.

TRANSFERRING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA; at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.
Through Tickets to LONDON via PARIS by rail.
Circular Tickets to Europe via Suez and SIBERIAN ROUTE and vice-versa delivered here.

For further particulars apply to

S. C. de BUISSIERE, ACTING AGENT,

JEFEN'S BUILDING.

INDIAN AFRICAN LINE.

Cargo carried on through bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS:

FROM HONGKONG:	Connecting with "GTJARAT"	FROM COLOMBO:
31st Jan. 1914.	16th Feb. 1914.	Due Hongkong.

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS:

From Hongkong	"SALAMIS"	Middle of March.
FIRST CLASS ACCOMMODATION FOR PASSENGERS.		
FITTED WITH WIRELESS TELEGRAPHY.		

For Rates of Freight and Passage, apply to
THE BANK LINE, LIMITED,
MANAGING AGENTS.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS

EASTWARD

S.S. "TORILLA," 5,205 tons, Captain C. J. Swanson, R.N.R., will be despatched to SHANGHAI, KOBE and MOJI on 23rd January.

S.S. "DILWARA," 5,323 tons, Captain G. N. Ramage, R.N.R., will be despatched to YOKOHAMA, KOBE and MOJI on 1st February.

WESTWARD

S.S. "JAPAN," 6,013 tons, Captain C. P. Soden, will be despatched for SINGAPORE, PENANG and CALCUTTA on 10th January, at 3 P.M.

S.S. "ARRATO-N APCAR," 4,250 tons, Capt. W. Walker, will be despatched as above on 20th January.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,

HONGKONG, 8th January, 1914.

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

DESTINATION	STEAMERS	TONS	DATE OF SAILINGS
SHANGHAI, YOKOHAMA, KOBE and MOJI	"YEDDO"	7,200	Beginning of March.

For Freight and Further Particulars, apply to
ARTHUR NILSON & CO.,
YORK BUILDINGS, TOP FLOOR.

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HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.
HONGKONG TO CANTON. CANTON TO HONGKONG.

THURSDAY, 8th JAN., 1914.

8 a.m. HEUNGSHAN. 8 a.m. KINSHAN.

10 p.m. KINSHAN. 5 p.m. FATSHAN.

FRIDAY, 9th JAN., 1914.

8 a.m. FATSHAN. 8 a.m. HEUNGSHAN.

10 p.m. HEUNGSHAN. 5 p.m. KINSHAN.

A Telephone Service has been recently installed on the Canton Company's Steamers. Day Steamers Call No. 776, Night Steamers Call No. 775.

HONGKONG-MACAO LINE.

S.S. SUI TAI Tons 1,631. S.S. TAISHAN.

HONGKONG TO MACAO

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

EXCURSION TO MACAO.

SUNDAY, 11th JANUARY, 1914.

The Company's New Steamship

"TAISHAN"

Will depart from the Wing Lok Street Wharf at 9 a.m. and return from Macao at 5 p.m. N.B.—The Company will also run a Steamer from Macao on Sunday morning at 7.30 a.m., and from Hongkong at 12.30 p.m., from the Company's Wing Lok Street Wharf. This Steamer connects with the Excursion Steamer returning from Macao at 5 p.m.

FARES:

SALOON Single \$3, Return \$5. 1st Class Single \$1.50, Return \$2. 2nd Class Single \$1, Return \$1.50. Staterooms—Saloon \$1 per person each way. 1st and 2nd Class 50 cts. per person each way.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. SUI AN, 1,631 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

S.S. HOI SANG, 437 tons.

Departures from Macao to Canton on Tuesday, Thursday and Saturday, at 8 a.m.

Departures from Canton to Macao on Monday, Wednesday and Friday, at 8 a.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SAINAM, 588 tons, and S.S. NANNING, 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANUI. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

Hotel Mansions (First Floor), opposite the Blake Pier.

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OSAKA SHOSEN KAISHA.

REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

SOUTH AMERICA LINE.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

Steamer	Captain	Leaving
"CHICAGO MARU"	I. Goto	THURSDAY, 22nd Jan., at 1 P.M.
"CANAYA MARU"	H. Yamamoto	
"TACOMA MARU"	T. Hamada	
"PANAMA MARU"	J. Kano	
"SEATTLE MARU"	T. Saito	
"MEXICO MARU"	N. Kobayashi	

Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and YOKOHAMA.
Calling at MOJI, KOBE, YOKOHAMA and YOKOHAMA.

These Newly-Built Steamers have first speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasures and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

Steamer	Captain	Leaving
"JAVA MARU"	K. Hori	MONDAY, 12th Jan., A.M.
"SAIGON MARU"	T. Yamaguchi	
"INDO MARU"	K. Komiya	

CHINA AND FORMOSA LINE.

FOR FOOCHEW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KAISO MARU"	Y. Yamamoto	WEDNESDAY, 14th Jan., at Noon.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIJIN MARU"	K. Murakami	SUNDAY, 11th Jan., at 10 A.M.
"DAIGI MARU"	S. Tokunaga	SUNDAY, 18th Jan., at 11 A.M.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.
FOR CANTON.

Steamer	Captain	Leaving
"SOSHU MARU"	R. Tashira	FRIDAY, 9th Jan., at 8 A.M.

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PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	4000	J. Miller	Manila, Mangarin, Cebu and Iloilo	On 12th Jan., 4 P.M.
ZAFIRO	4000	F.S. McMurtry	Manila, Mangarin, Cebu and Iloilo	On 22nd Jan., 4 P.M.

Passengers Holding Round Trip Tickets may Return by any Steamer of the PACIFIC MAIL S.S. CO., TYO KISEN KAISHA, NOEDDEUTSCHE LLOYD and EASTERN and AUSTRALIAN STEAMSHIP CO., LTD.

Electric Light, Fans in every Cabin. Competent Stewards Carried.
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SHEWAN, TOMES & CO., General Managers,
Hongkong, 5th January, 1914.

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NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSHALLS, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	HITACHI MARU Capt. T. Sato	12,500	WEDNESDAY, 14th Jan., at Daylight
	MIYAZAKI MARU Capt. Boyoda	16,000	WEDNESDAY, 29th Jan., at Daylight
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKOHAMA and YOKOHAMA	AWA MARU Capt. R. Shimizu	12,500	TUESDAY, 13th Jan., at Noon
	SHIDZUOKA MARU Capt. Iizawa	12,500	TUESDAY, 27th Jan., at Noon
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	TANGO MARU Capt. T. Sekine	13,500	WEDNESDAY, 14th Jan., at Noon
	NIKKO MARU Capt. Takeda	9,600	WEDNESDAY, 11th Feb., at Noon
CALCUTTA via SINGAPORE, PENANG and RANGOON	TOSA MARU Capt. —	12,500	SATURDAY, 10th January
BOMBAY via SINGAPORE, and COLOMBO	IYO MARU Capt. Hirao	12,500	THURSDAY, 15th Jan., at 11 A.M.
KOBE and YOKOHAMA	BOMBAY MARU Capt. Tezawa	5,000	WEDNESDAY, 14th January
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. Takeda	9,600	WEDNESDAY, 14th Jan., at 11 A.M.
SHANGHAI, KOBE and YOKOHAMA	SANUKI MARU Capt. Deguchi	12,500	FRIDAY, 16th January

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PASSENGER SEASON—1914.

FOR EUROPE.

STEAMER	TONS	SAILS	WEDNESDAY
MIYASAKI MARU	16,000	"	28th January.
KITANO	16,000	"	11th February.
IYO	12,500	"	25th February.
HIBANO	16,000	"	11th March.
KATORI	20,100	"	25th March.
KAMO	16,000	"	8th April.
KASHIMA	20,000	"	22nd April.

FOR AMERICA.

STEAMER	TONS	SAILS	TUESDAY
SHIDZUOKA MARU	12,500	"	27th January.
TAMBA	12,500	"	10th February.
AKI	12,500	"	24th February.
SADO	12,500	"	10th March.
YOKOHAMA	12,500	"	24th March.
AWA	12,500	"	7th April.

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STEAM NAVIGATION CO.

HOMEWARD-PASSENGER SEASON, 1914.

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MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer	to	Leave SHANGHAI	Leave HONGKONG	Connecting Steamer	from COLOMBO	Due at MARSEILLES	Due at LONDON
"ORIENTAL" leaves YOKOHAMA	COLOMBO	HAI	KONG	MARSEILLES and LONDON			
p.m.							
Thurs.		6 p.m.	Noon.			Friday	Thursday
Jan. 8	EGYPT	Jan. 13	Jan. 17	MOOLTAN		Feb. 13	Feb. 19
Jan. 22	DEVANHA	Jan. 27	Jan. 31	MOREA		Feb. 27	Mar. 5
Feb. 5	CHINA	Feb. 10	Feb. 14	MALOJA		Mar. 13	Mar. 19
Feb. 19	ASSAYE	Feb. 24	Feb. 28	MARMORA		Mar. 27	Apr. 2
Mar. 5	INDIA	Mar. 10	Mar. 14	MOLDAVIA		Apr. 10	Apr. 16
Mar. 19	DEVANHA	Mar. 24	Mar. 28	SHIDYA		Apr. 24	Apr. 30
Apr. 2	ARCADIA	Apr. 7	Apr. 11	MALCOLM		May 8	May 14
Apr. 16	DELTA	Apr. 21	Apr. 25	MALWA		May 22	May 28
Apr. 30	ASSAYE	May 5	May 9	MOOLTAN		June 5	June 11

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles Plymouth and London. These vessels will now arrive in Marseilles on Friday, and London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from Marseilles can now arrive in London at 3.25 p.m. on Saturdays.

Passengers change steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:

The Fares to London and Marseilles are as follows—

	"A"	Accommodation	Single	LONDON
1st Saloon	"A"	"	"	Return £97.
2nd Saloon	"B"	"	"	Return £89.
	"B"	"	"	Return £86.
	"B"	"	"	Return £80.

1st Saloon "A" Accommodation Single £61. Return £91.

2nd Saloon "A" Accommodation Single £55. Return £83.

2nd Saloon "B" Accommodation Single £42. Return £63.

2nd Saloon "B" Accommodation Single £38. Return £57.

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These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO.
FARE- TO LONDON:
1st Saloon £50 Single: £75 Return. 2nd Saloon £35 Single: £52 Return.
FARES TO MARSEILLES:

SUPREME COURT.

Wednesday, 7th January.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. H. H. J. GOMPERTZ (PUNISH JUDGE).

A NEWSPAPER'S VICISSITUDES.

The adjourned case, in which Looi Wai Kee sued C. H. Lee, editor of the *China Outlook*, again came on for hearing. The claim was for \$1,000, for work done in printing defendant's paper. There was a counter-claim amounting to \$2,070, the amount of damages resulting from the non-printing of the paper.

Mr. Norrington represented plaintiff, and Mr. Reader Harris appeared on behalf of the defendant.

Mr. Norrington mentioned that before the case closed at the last hearing he informed his Honour that he would call evidence as to a certain interview which had taken place before defendant's solicitor had been instructed. He was pleased to say that an agreement had now been come to whereby they would look upon that interview as one without prejudice. That would close the case for the plaintiff.

Mr. Harris—With this exception. I have agreed with my friend that at that interview we said we had a claim of \$250 in respect of type.

Mr. Norrington said he agreed that that was the value of the type.

Opening the case for defendant, Mr. Harris said that his Honour would observe that there were really two main points on which they were going to be at variance. The real claim was for \$242, balance of the September account, and \$841, total due for the October account. With regard to the \$240, his client had a set-off of \$250, balance due for type sold. That was one defence to the claim for the \$242, but he had another. At an interview on 23rd October, it was agreed that the \$242 should be held back by the defendant until plaintiff made some improvement, as he had promised to do, in the printing of the paper. Therefore, he held that the amount was not really due. Mr. Harris referred to the "erratic publishing" of the paper during November, 1913; the paper of the 6th came out on the 7th and so on. At the present time, they were carrying on with exactly the same staff, excepting those who had been dismissed on account of their laxity, and the paper was coming out regularly every morning. With regard to the \$841, his defence was that it was not due until the last day of the current month. The counter-claim was based on the loss occasioned by the non-printing of the paper, and arising out of that there was a question of notices. It was stated by one witness that there should be fifteen days' notice on either side, and another had said that there was no such agreement. Evidence on that point was somewhat unsatisfactory. Mr. Harris added that Mr. Lee was continually being pestered for amounts on account from the plaintiff.

The defendant, Corinth Henry Lee, said that he personally made arrangements with the plaintiff for the printing of the paper. He mentioned that before plaintiff could properly print the paper, he (defendant) had to purchase 500 lbs. of type, amounting to \$250. Some of plaintiff's excuses for the bad printing, and day-after-the-fair nature of the paper were, "plague in the office," and the demise of some employees. Witness' complaints were that from that time the work became very unsatisfactory. Verbal complaints were made, and plaintiff said that his men had got out of hand, and that he could not get new men. He was generally very despondent about being able to carry on the work. On two occasions the paper became erratic; it was coming out a day or so late, and as a consequence his list of regular subscribers seriously diminished. Verbal remonstrance failed to do any good.

Mr. Harris said he was prepared to waive the claim of \$1,000, loss on subscribers and advertisers. It was very difficult to estimate the amounts lost in this way, but there was bound to be a falling off in the number of subscribers.

His Honour—Of course. Every person likes to have his morning paper with his breakfast, and to read with his coffee.

Later, in the course of cross-examination, defendant said that the commencing of the paper was a purely amateur venture, and he did not go into it seriously. The paper was very small when it was first issued, and he was of the opinion that it would not live for more than three months.

Arising out of the question of damages, His Honour informed Mr. Norrington that he might be able to prove that the fact that they were not able to have the paper printed was really putting money into defendant's pocket, for they had not made any money out of the paper. He was only putting that as an absurd case, but they would undoubtedly save money.

Mr. Harris—But we had to pay rent, salaries, etc., without any results. Mr. Norrington during cross-examination asked—Was your paper a political one?—It was to be a newspaper dealing with Chinese affairs.

You were not a rich man at the beginning of 1912?—No.

Then who provided the funds for the paper?

This question was not answered at once, but defendant remarked that at the time he commenced his paper the rebellion was proceeding, and he certainly thought there was need for such a paper. His idea was that he would so develop his paper that he would subsequently be able to form a company to carry it on.

Did you get any subsidy from a political party?—No, but I made a contract with the Kwangtung Government to supply copies of the paper, and to issue its advertisements.

Mr. Norrington then remarked that he was of the opinion that the money for the commencement of the paper was supplied by a political party, and he asked the worth of the Kwangtung Government contract.

Defendant replied that he started the paper purely on his own, and the contract with the Government was made twelve months later.

Mr. Norrington—And you were a poor man! Now I put it to you, that this was a ploy. Holding certain political views and that the reason the circulation fell off was because the people who were of the same political views were not popular?—On the contrary, the change in the political barometer did not occur until the summer of this year; about June or July. It was not due to the rebellion.

Defendant added that he had never made money out of the paper. The loss during 1912 amounted to \$3,000 or \$9,000.

James Moran, who said he was the sub-editor of the journal in dispute, alleged that he heard defendant remarks to plaintiff, in the course of an interview: "If you do not bring the paper out to time, and also improve the production, I shall cut your account." However, there was no improvement. It was not so much that the date of the paper did not, sometimes agree with the day on which it was issued, a morning paper should come out early in the morning. Frequently the *Outlook* came out at 10 a.m. and noon, and sometimes they missed the Canton boat in the evening.

Recalled, defendant said his paper was now being printed by the Oriental Printing Co., at \$4.30 per hundred copies, and 800 copies were being printed daily. He also stated, in reply to Mr. Norrington, that he had an allowance from the Kwangtung Bureau of Affairs of \$12,000 for inserting their advertisements and also supplying them with free copies of the paper.

When asked by Mr. Norrington whether the employees were paid during the non-issue of the paper, defendant replied: "Of course; and one of the members of the staff became sarcastic. He asked me if I thought he was an electric light, that he could be switched off and on as I (defendant) liked." (Laughter.)

Just before the Court adjourned until this morning, his Honour intimated that he thought Mr. Harris was entitled to general damages only, and not the large specific amounts he had mentioned.

WEIGHING OF WORDS.

PROPER AND IMPROPER USE OF ADJECTIVES.

The use of words reveals the degree of cultivation of the speaker. In some cases incorrect words are used by persons who have known better but have become careless from association with others who make use of them. Careless speakers or writers often use the expressions "help find," "help build," "help protect," and the like instead of "help to find," "to build," "to protect."

There are many terms or expressions which are not good form. The word "elegant" has been eliminated from correct usage in conversation and in writing by cultured people. It is, therefore, not correct to say "an elegant house," and it is even worse to say "an elegant time." Better expressions would be, "A beautiful house," "A pleasant time," or "A delightful time."

It is bad form to say folks for family, wealthy for rich, fleshy for stout, homely for plain.

It would seem almost unnecessary to remind anyone not to say "Was you for 'Says you'?" "He says," "He said," "Says she," for "Said she," "I done it" for "I did it," "I don't know as I shall go" for "I don't know that I shall go," or "whether I shall go."

A rule to remember is that an instructor teaches, a pupil learns, therefore one should say, Miss B. is going to teach the children to sew, not "Miss B. is going to learn the children to sew." One should be careful to say, "Miss B. taught me to sew," not "Miss B. learnt me to sew."

One should say waistcoat and trousers, not vest and pants. The nether garment of little boys are knickerbockers.

Exaggerated expressions should be avoided. For instance, it is best not to say "Lots of people," "Lots of things," "Loads of time," "Loads of share."

The word loads is applied only to wagon-loads, carloads or to things piled up, and is not intended for other use.

Some persons have favourite or net words which they apply to everybody or everything without thinking whether their words are used appropriately. They use indiscriminately the words "enormous," "magnificent," "charming," "grand," "wonderful," "terrific," and thus they show a poverty of language not very creditable.

The use of grammar is part of a good education. The point of it is to show a conscientious person who does not wish to be considered illiterate. Where there is no power of expression, a high standard of accuracy and excellence in speech.

AN EXTRADITION CASE.
PRISONER TO BE EXTRADITED FOR MURDER.

Judgment was delivered by Mr. F. A. Hazeland, the First Magistrate, at the Magistrate's yesterday morning, in the case in which the extradition of a Chinese to China was sought, on a charge of murder, it being alleged that he was concerned in an attack by armed robbers in Kwangtung province, during which two persons were killed. This case is the first of its kind since the Revolution. His Worship said:—

The defendant is charged before me under the Chinese Extradition Ordinance, 1898, with the murder on the 8th September, 1913, of one Chu Fu at San Chun, Tit Cheong market town, in the Pek Lo district, Province of Kwangtung, China.

Mr. Hodgson, Assistant Crown Solicitor, appeared for the prosecution.

Mr. Davidson appeared for the defence. Section 10 of the Ordinance is as follows:—

"10.—(1) If, at the hearing before a Magistrate, such evidence is produced as would, subject to the provisions of this Ordinance, justify the commitment of the fugitive criminal for trial at the Supreme Court if the crime of which he is accused had been committed in the Colony, the Magistrate shall commit him to the Gaol to await the further order of the Governor, but otherwise shall order him to be discharged."

As to when a Magistrate is to discharge or commit an accused is to be found in Section 76 of the Magistrates' Ordinance, 1890.

Section 76 is as follows:—

"76.—When all the evidence offered on the part of the prosecution against the accused has been heard, if the Magistrate is of opinion that it is not sufficient to put the accused upon his trial for any indictable offence, the Magistrate shall forthwith order the accused, if in custody, to be discharged as to the information then under enquiry; but if, in the opinion of the Magistrate, such evidence is sufficient to put the accused upon his trial for an indictable offence, or if the evidence raises a strong and probable presumption of the guilt of the accused, then the Magistrate shall, by his warrant, commit him to prison to be there safely kept until he shall be there delivered by due course of law or admit him to bail as hereinafter mentioned."

Section 70 of the Magistrates' Ordinance is a re-enactment of 11 and 12 Vict., C. 42, S. 25, an Act of Parliament commonly known as Jervis's Act.

The practice to be followed as to when a Magistrate is to discharge or commit an accused is thus stated in Oke's Magisterial Synopsis (11th Edition) at page 598:—

"In Cox v. Coleridge (1B. and C. 50), Mr. Justice Bayley observed, 'I think that a Magistrate is clearly bound, in the exercise of a sound discretion, not to commit any one unless a *prima facie* case is made out against him by witnesses entitled to a reasonable degree of credit.' Justices ought not, therefore, to balance the evidence and decide according as it preponderates, for this would, in fact, be taking upon themselves the functions of the petty jury, and be trying the case; but they should consider whether or not the evidence makes out a strong, or probable, or even a conflicting case of guilt; in any one of which cases they should commit the accused to trial. If, however, from the slender nature of the evidence, the unworthiness of the witnesses, or the conclusive proof of innocence produced on the part of the accused, they feel that the case is not sustained, and that if they sent it for trial he must be acquitted, they should discharge the accused."

I am of opinion that a *prima facie* case has been made out against the defendant by witnesses entitled to a reasonable degree of credit. I may also mention that the two witnesses for the prosecution gave their evidence in an exceedingly clear and convincing manner.

Mr. Davidson also referred me to two points which I propose to deal with. The first point was that the seal on the Governor's Order had not been proved. It has never been the practice to prove the seal, and in my opinion it is not necessary that such seal should be proved.

The next point was that the cause of death had not been proved. No medical evidence was called and the only evidence with respect to the death of the deceased was the evidence of the two witnesses called for the prosecution. The witness Yu Kwang stated as follows on this question: "I saw the defendant shooting Chu Fu. He also shot Chu Chan. I also saw this. Chu Fu and Chu Chan both dropped down. After the robbers had left I went out into the passage. I found Chu Fu and Chu Chan dead. I saw blood all over the bodies of Chu Fu and Chu Chan. On the 10th September, I attended the funeral of Chu Fu and Chu Chan. I went and looked at Chu Fu and Chu Chan after they were shot. I saw blood over their persons. They both had shot wounds. Chu Fu had three shots and Chu Chan two shots. With respect to Chu Fu there was a wound on the forehead and two wounds one on each side of the chest. They were both dead. I saw them both alive that night."

In cross-examination Yu Kwang stated as follows: "When I saw the bodies of Chu Fu and Chu Chan after they had been shot, they had clothing on. There were bullet holes in their clothes. There was blood from the holes. I inferred the position of the wounds from the holes in the clothes. Blood was not flowing out when I saw the wounds. With respect to

the bullet wound on the forehead of Chu Fu there was a hole on the forehead. It was rather a small hole—not a big one. The hole was a little bit bigger than the size of a pencil. It was a round hole. There was a hole in the back of the head. I saw nothing black in the wound on the forehead. There was a lot of blood from the wound. I saw the two bodies put into the coffins."

On the same question the witness Leung Tin stated as follows: "I went out after the robbers had left. I saw Chu Fu and Chu Chan lying on the ground. I examined them. I found them both dead. There was a bullet wound on the forehead of Chu Fu and also two bullet wounds one on each side of the chest. Chu Fu had clothing on. Chu Fu was wearing a jacket. I saw blood on Chu Fu's jacket. On unbuckling his jacket I saw two bullet wounds, one on each side of his chest. Both Chu Fu and Chu Chan were dead. I attended their funeral."

In cross-examination the witness stated as follows: "Yu Kwang was looking at the bodies when I unbuckled the jacket of Chu Fu. I saw Chu Fu and Chu Chan were dead because they were lying down and did not move. I do not know if the bodies were then cold. I attended the funeral. This was two days after the robbery. I saw the bodies placed in their coffins."

The rule in the case of Homicide where the cause of death cannot be strictly proved is thus stated in Russell on Crimes at page 894:—

"A question has sometimes been raised whether a prisoner can be convicted of murder where it is impossible for any evidence to be given of the cause of death, in consequence of the state in which the body was found, but it would seem that it is a question for the jury, taking all the circumstances into consideration, whether the death was caused by violence or not, and whether the violence was the act of the prisoner."

With respect to the evidence which has been adduced regarding the death of the deceased I am satisfied that the only decision a jury could come to is that the cause of death was due to "Gun shot wound."

Defendant is committed to Victoria Gaol to await the further order of His Excellency the Governor. Defendant is further informed that he will not be surrendered until after the expiration of 15 days from the date of commitment, and that he has a right to apply to the Supreme Court for a writ of *habeas corpus*.

JAPAN'S ANNUAL EDUCATION REPORT.

The *Japan Mail* reports:—The 39th annual report by the Department of Education has been made public, giving in detail the tendencies and conditions of educational work during the year, April, 1913, to March, 1914.

According to the report, there are 98 boys out of every 100 children of school age and 97 girls out of the same proportion attending primary schools. Boys and girls combined, the average comes to 98.2, an increase of .09 over the last year. The total number of schools in Japan is 18,776, that of pupils, 7,809,140, and that of graduates, 1,247,363. In comparison with the statistics of last year, it shows an increase of 552 schools, 6,668 teachers, 210,023 pupils and 113,787 graduates.

Envisaging the kind of schools, it is reported that 2 Normal schools, 3 middle schools, 57 girls' higher schools, 1 university, 3 schools of technology, 3 commercial schools, 26 A and B classes business colleges, 6 schools for deaf and dumb, and 11 other kinds of schools, have been newly established, while primary schools have decreased to the number of 160. This decrease of primary schools is caused by their amalgamation with grammar schools of higher grade.

The report so far shows progress in elementary educational work. Particular attention should be called to the increase of girls' higher schools. This signifies a welcome tendency of giving more thought to the education of girls in general. Also the increase of business colleges of lower grade is to be noticed, and the union of primary schools with higher grammar schools is another sign of progress.

Looking over the list of teachers' salaries, there are 14,351 teachers who receive monthly salaries of from 15 yen to 90 yen, and the higher the salary the smaller becomes the number of teachers. Only 69 teachers receive 60 yen a month; 99 teachers, 65 yen; 4 teachers, 70 yen; 40 yen, 1, 85 yen, and 1, 90 yen. The highest is 95 yen and the lowest, 9 yen, which gives an average of 21 yen.

About 20 years ago, the average salary of teachers was about 12 yen. This average, as it is shown, has increased, but it is altogether too small a salary to be called attractive, and no able person will seek the position of a teacher. It is simply natural that there have been heard proposals for better treatment of teachers. An ordinary mason, a labourer, receives 1 yen 20 sen a day, or a carpenter, 1 yen a day. An increase of teachers' salaries is a paramount question to assure better results in educational work.

During the year, the Report says 49 were granted the title of *Hakushi*—lawyer, 1 doctor, 23 engineers, 15 agriculturists, 2 and natural philosophers, 9. The total number of *Hakushi* to-day is 694, one person having two titles, and, in specifying, there are 108 lawyers, 924 doctors, 21 in medicine, 122 in civil engineering, 73 in literature, 92 in natural philosophy, 23 in agriculture, 10 in forestry, 12 in veterinary science.

It is interesting to note that we have still the largest number of doctors in "Japan." The pioneers of New Japan were mostly doctors who, under tremendous difficulties during the last stage of the Tokugawa Shogunate, studied the medical sciences of Europe. The fact, however, that the profession is most lucrative in Japan to-day may account for this. The number of students sent abroad by the Government is 47; those returned, 44, and those returned previous to the expiration of time, two, and the total number to-day 123.

JAPAN NOTES.

THE KAWASAKI DOCKYARD COMPANY.

The net profit of the Kawasaki Dockyard Company, Kobo, for the last half-year amounted to yen 570,815, including a surplus of yen 43,428 brought over. This sum it is proposed to dispose of as follows:—

Legal reserve	yen 500,000
Dividend, 3 per cent. per annum on 1,000,000	30,000
Provision for officials	20,000
Carried forward	41,815

This proposal together with the report and accounts is to be placed before the general meeting to-morrow (23rd December).—*Japan Chronicle*.

THE OSAKA SHOGUN KISHA.

The gross profit of the Osaka Shogun Kisha for the half-year ending September, last, amounted to yen 2,700,000 and working expenses to yen 2,630,000, leaving a profit of yen 70,000. Of this sum yen 1,000,000 is not to reserve against depreciation, insurance of property and pension of vessels, leaving a net profit of yen 1,480,000 to which a surplus of yen 340,000 brought over is added. A dividend for the period is recommended at the rate of 3 per cent. per annum, which will amount to yen 450,000 and yen 400,000 is to be reserved for the general meeting on Wednesday, 24th December, together with the report and accounts.—*Japan Chronicle*.

In appreciation of efforts employed by Japanese Naval officers and men for the rescue of the German steamship *Drake* from the ice off Chinnampo in November last, the Bremen Marine Insurance Company, as the insurer of the vessel at that time, has despatched a letter of thanks to the officers and men concerned. Also as a token of appreciation the Company presented the branches of the Naval Club at both Port Arthur and Sasebo with a couple of silver flower vases each, and contributed a sum of one thousand yen each to the Bluejackets' Club at both ports.—*Japan Mail*.

IMPORT OF KAIPING COAL.

The high price of coal ruling lately has led to the import of Fushun and Chinese coal. Lately the Osaka Gas Company concluded a contract with the Shogun Tokai, a Japanese firm at Peking, to secure for the sale of Kaiping coal in Japan (including Korea), for a large quantity of the Chinese coal. Almost every steamer from Peking has been bringing 3,000 or 4,000 tons of coal to Osaka. This contract is only a preliminary arrangement, and the purchase of another 10,000 tons will be contemplated for shortly. The daily output of Kaiping coal is about 8,000 tons and when the Tientsin mine is opened the output will increase to over 10,000 tons. At present most of the Kaiping coal is consumed in and about Tientsin, the remainder being shipped to the South Sea Islands through Shanghai. It is expected that 200,000 tons will be imported into Japan next week. About 100,000 tons have been imported for the Kaiping coal. The Kaiping coal is of the best quality and is to be imported into Osaka by the Mitsui Bussan Kaisha.—*Japan Chronicle*.

RADIUM IN JAPAN.

Something like a radium craze has been created by the discovery of the presence of abundant radium emanations in Nihon and Kiyonohara springs in Magyama, Kita-Komatsu, Yamaguchi-ken. The place is in that part of Fushu bordering on Shinshu. Recently Dr. Ishizu and an assistant expert of the Hygienic Laboratory of the Home Department went to the hot springs to investigate the existence of radium, and are now subjecting the water from the hot springs to close examination. Though these springs contain radium emanations in abundance, a still larger amount of emanations is believed to exist in the gaseous amounts in Nihon district. The exact quantity of the emanations is not yet ascertained, but Dr. Ishizu says that none of more than 400 hot springs he has examined as to radium emanations are so rich in radium as are those in Magyama. There may be as rich as Japan's abundant hot springs, Bohemia, Austria, which are believed to be the richest mines of radium in the world.

Magyama famous for its scenery. Those who intend to visit Magyama should leave the Keio-Shinshu train at Minami and take a bus to Wakamihara, a distance of seven miles. The remaining 13 miles must be covered on foot. The road passes along the Shin River, and through one of the most picturesque landscapes in this country.—*Japan Times*.

NEW IMPERIAL ART COMMISSIONERS. Mr. Tanaka, Shukyo and Mr. Takeuchi Tsunekichi have been appointed to fill vacancies in the Art Commissioners to the Imperial Court.

Mr. Takeuchi is one of the most noted painters in the country, and was born in Kyoto some ten years prior to the Meiji Restoration. Early in life he devoted himself to the study of drawing and painting, and distinguished himself for accomplishment in painting. In the 32nd year of Meiji, he was ordered to Paris by the Government to visit an art exhibition there. He is now one of the Examination Committee of the Bunrei and also a teacher in the Fine Arts School in Kyoto. He was awarded the Seventh Rank of the Senior Grade for his meritorious service rendered to the development of fine art in this country.

Mr. Tanaka was born in Kanda, Tokyo, about the same time as Mr. Takeuchi. In the 15th year of Meiji, he exhibited his production at the German Goldsmiths' Exhibition and won a silver medal. Subsequently he exhibited his work a number of times in different art exhibitions and each time won gold and silver medals. He is now the Treasurer of the Japan Goldsmiths' Association and a special Member of the Japan Fine Arts Association.—*Japan Mail*.

INTIMATIONS

BAD ECZEMA ALL OVER CHILD'S HEAD.

Breaking Out Scabbed Over. Would Bleed and Discharge Until Spread All Over Head. Cuticura Soap and Ointment Completely Cured.

6, Maypole St., Altonbury, Hunts, Eng. "My little boy Vincent had a bad form of eczema all over his head for ten months. He used to scratch it until he made it bleed, then it scabbed over and began to spread round his neck and round to his other ear. It would bleed and discharge until it spread all over his head. I was given a box of ointment and had to wash the head with soft soap every night and morning and cover it with the ointment and saw white rags all over it like a cap. The poor child would scratch outside the rags and then discharge and the rags would stick to his head."

"I got no better at all, then a friend sent me a tin of Cuticura Ointment and a box of Cuticura Soap, so I started with them. By the third morning the scales were nearly all off. I kept on washing his head with the Cuticura Soap and spreading the Cuticura Ointment on each morning until I used up one tin. I sent for another and before I had used half of that his head was as clear as it could be from sores and now hair growing like anything. Cuticura Soap and Ointment completely cured him." (Signed) Mrs. Lucy Townsend, May 23, 1912.

Cuticura Soap and Ointment are sold everywhere. Sample of each with 32-p. Skin Book free from nearest depot: F. Newbury & Sons, 27, Charterhouse Sq., London; Potter Drug & Chem. Corp., Boston, U. S. A. Tender-faced men should shave with Cuticura Soap Shaving Stick. Sample free.

[98-9]

MAPPIN & WEBB, LIMITED.

NEW CONSIGNMENTS

STERLING SILVER WARE.

PRINCE'S PLATE

(GUARANTEED FOR 30 YEARS)

CUTLERY.

From the

SOLE AGENTS:

CHS. J. GAUPP & CO.,

ALEXANDRA BUILDINGS,

CHATER ROAD

[41]

CALDBECK,

MACGREGOR & CO.

(ESTABLISHED 1804).

LUXURIES FOR THE

RACES SEASON.

CALDBECK'S COCKTAILS.

V.O.S. WHISKY.

DOW'S HUNTING PORT.

BENEDICTINE (D.O.M.)

AQUARIUS SODA.

CLUB CIGARETTES.

25

NOTICES

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for cash.

P.O. Box, 35. Telephone No. 12.
Telegraphic Address: "Press."
Codes: A.B.C. 5th Ed., Lieber's.

NEW ADVERTISEMENTS

WANTED.

A LADY STENOGRAPHER and
TYPIST.
Apply giving full particulars and Salary required to—
Box 8,
Care of "Daily Press" Office,
Hongkong, 8th January, 1914. [137]

TO BE LET.

"CRAIGMIN WEST," 135, Magazine
Gap, for eight months from 1st March,
1914. Partly Furnished, FIVE ROOMS.
Electric Light throughout. Cheap rent.
Apply to—
Care of "Daily Press" Office,
Hongkong, 8th January, 1914. [138]

NOW ON SALE.

MAIL TABLES

FOR 1914.

Shows the dates of departure of the Mails of Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.

Mounted on Card 30 Cents.
On Paper 25 "

For Sale at the Hongkong Daily Press Office,
Hongkong, 7th January, 1914.

STOCKBROKERS' ASSOCIATION OF HONGKONG.

SETTLING DAYS 1914.

FRIDAY, 23rd January.
THURSDAY, 26th February.
THURSDAY, 26th March.
TUESDAY, 28th April.
THURSDAY, 28th May.
THURSDAY, 28th June.
TUESDAY, 28th July.
THURSDAY, 28th August.
MONDAY, 28th September.
THURSDAY, 28th October.
THURSDAY, 28th November.
WEDNESDAY, 23rd December.
By Order of the Committee,
W. G. WORCESTER,
Secretary.
Hongkong, 1st January, 1914. [134]

MINISTRY OF COMMUNICATIONS.

NOTICE.

(Translation.)

NOTICE IS HEREBY GIVEN that the time within which Proposals and Schemes on Railway Policy for China, invited by the Ministry of Communications from the Public—Chinese and Foreign—and fixed for the 31st December, 1913, by a Notice published in this paper, is now extended to the end of February, 1914.
Dated 8th December, 1913. [121]

TO THE MEDICAL PROFESSION.

MISS MORITA, CERTIFICATED
MASSEUSE (with diploma in
Physiology and Anatomy), will be pleased to give Massage, under medical supervision.
Address—
NOMURA HOTEL,
15, 16 and 17, Connaught Road.
Telephone No. 409.
Hongkong, 2nd December, 1913. [138]

WEIHAIWEI SCHOOL.

AN ENGLISH SCHOOL in British Territory favoured with a "magnificent climate." Preparation by experienced and qualified teachers for entrance to schools in England, or for commercial life in the East. School-house by the sea. Recreations—Sea bathing, boating, cricket, football, etc.
For terms, apply to the Headmaster,
HERBERT L. BEER, L.C.P.
[1343]

NOTICE.

WE have much pleasure in announcing to our Numerous Patrons and Customers that we have opened a NEW SILK STORE in the most up-to-date Style and Fashion at the Large and Commodious Premises No. 38 and 40, QUEEN'S ROAD CENTRAL, lately occupied by Messrs. H. Ruttonjee & Son, where we are displaying an entirely new, Handsome and Genuine Stock of SILK GOODS and JEWELLERY, WARE of all Descriptions in a Variety of New, Elegant and Attractive Designs and Patterns.
The Stock includes a Choice Selection of Turkish, Persian and Indian SILK CARPETS and WOOLLEN RUGS in Chaste and Elegant Patterns.
Prices Specially Reduced for Summer.
Cheapest Store in the Colony.
An Early Visit Earnestly Solicited.
Hongkong, 26th July, 1913. [307]

STOP! LOOK! LISTEN!

RACES is coming, and we have
JUST UNPACKED for the
Season—
LADIES' FASHIONABLE SILK NECK-
WEAR, Best Varied Selection ever shown in
Our Special Show Case.
Finest Quality, Various Designs—Handker-
chiefs, Latest Style Colours, Nipons, Newest
Style Towel and Showerproof Hats,
&c., &c., &c.
Come Early before they are sold out.
HOOSAIN-ALI & Co.,
10, D'AGUIAR STREET,
Hongkong, 26th November, 1913. [45]

ENTERTAINMENTS

THEATRE ROYAL.

7 NIGHTS ONLY 7

COMMENCING

TO-MORROW NIGHT!

FRIDAY, 9th, to 16th JANUARY.

FAREWELL VISIT

OF

MR. EDGAR WARWICK
AND HIS

COURT

CARDS.

The most popular Concert Party that has
ever visited the East.

PRICES: \$3, \$2 AND \$1.

PLANS NOW OPEN AT

MOUTRIE'S.

Hongkong, 3rd January, 1914. [125]

NOTICES OF FIRMS

NOTICE.

NOTICE IS HEREBY GIVEN that
Mr. CHARLES VON ROSE and Mr.
CHARLES E. RAYNER have This Date Retired
from our Firm.
Mr. CURT LANDGRAF has This Day
been admitted Partner, and
Mr. WILHELM SCHUECHNER has
been authorised to Sign the Firm.
CARLOWITZ & Co.
Hongkong, 1st January, 1914. [1496]

NOTICE.

MR. GEORGE WINSTANLEY
BARTON has been admitted a
Partner in our Firm as from the 1st January,
1914.
DOUGLAS LAPRAIK & Co.
Hongkong, 1st January, 1914. [1499]

NOTICE.

THE Undersigned, hitherto carrying on
Business under the name of GARNER,
QUELON & Co., beg to notify the Public that
from This Date the Firm name will be altered
to—DONNELLY & WYTHE.
D. E. DONNELLY,
L. M. WYTHE.
Hongkong, 1st January, 1914. [1501]

NOTICE.

THE Business of the Undersigned will as
from This Date be carried on under the
style of Firm name of "D'ALMADA & MASON,"
I having This Day taken Mr. C. FARE-
BROTHER MASON into Partnership.
F. X. D'ALMADA & CASTRO,
Solicitor,
33, Queen's Road Central,
Hongkong.
Dated the 1st day of January, 1914. [1502]

NOTICE.

MR. MANUEL BAPTISTA, who has been
for a number of years connected with
the Firm of Messrs. VIEIRA & Co., Hongkong,
has This Day established himself as Merchant,
General Exporter and Importer under the name
and style of BAPTISTA & Co.
Hongkong, 1st January, 1914.

NOTICE.

WE HAVE This Day established ourselves
as MERCHANTS, GENERAL
EXPORTERS AND IMPORTERS.
BAPTISTA & Co.,
Powell's Building, 2nd Floor.
Hongkong, 1st January, 1914. [1503]

NOTICE.

NOTICE IS HEREBY GIVEN that
we have transferred our Business to
Messrs. DEACON & Co., Ltd., Canton.
DEACON & Co.
Canton, 31st December, 1913.

NOTICE.

WE HAVE This Day taken over the
Business hitherto carried on by
Messrs. DEACON & Co., Canton.
DEACON & Co., LIMITED.
Canton, 1st January, 1914. [1503]

NOTICE.

WE HAVE This Day established ourselves
as General Merchants, Commission and
Shipping Agents.
A. B. THE SWEDISH TRADING CO.
IN CHINA (LTD.),
York Building, Top Floor.
Hongkong, 1st January, 1914. [132]

TO LET.

For Eighteen Months from 1st March.

FULLY FURNISHED SIX-ROOMED

HOUSE, on Chatham Road, Kowloon,
Half share of Tennis Court.
Apply—
Care of "Daily Press" Office,
Hongkong, 6th January, 1914. [130]

TO LET.

L A HACIENDA WEST, 73, THE PEAK,
partially furnished. From 1st March.
Apply to—
THE HONGKONG LAND INVEST-
MENT AND AGENCY CO., LTD.
Hongkong, 7th January, 1914. [133]

INTIMATIONS

LANE,
CRAWFORD & Co.

TAILORING DEPARTMENT.

THIS DEPARTMENT IS NOW UNDER ENTIRELY

NEW MANAGEMENT.

WE HAVE A SPLENDID SELECTION

OF

WINTER SUITINGS

IN

THE NEWEST AND BEST MATERIALS.

LATEST LONDON FASHIONS.

LANE, CRAWFORD & CO.

BECK & CO., BREMEN.

KAISER BREWERY.

BECK'S BEER.

KEY BRAND.

\$16.00

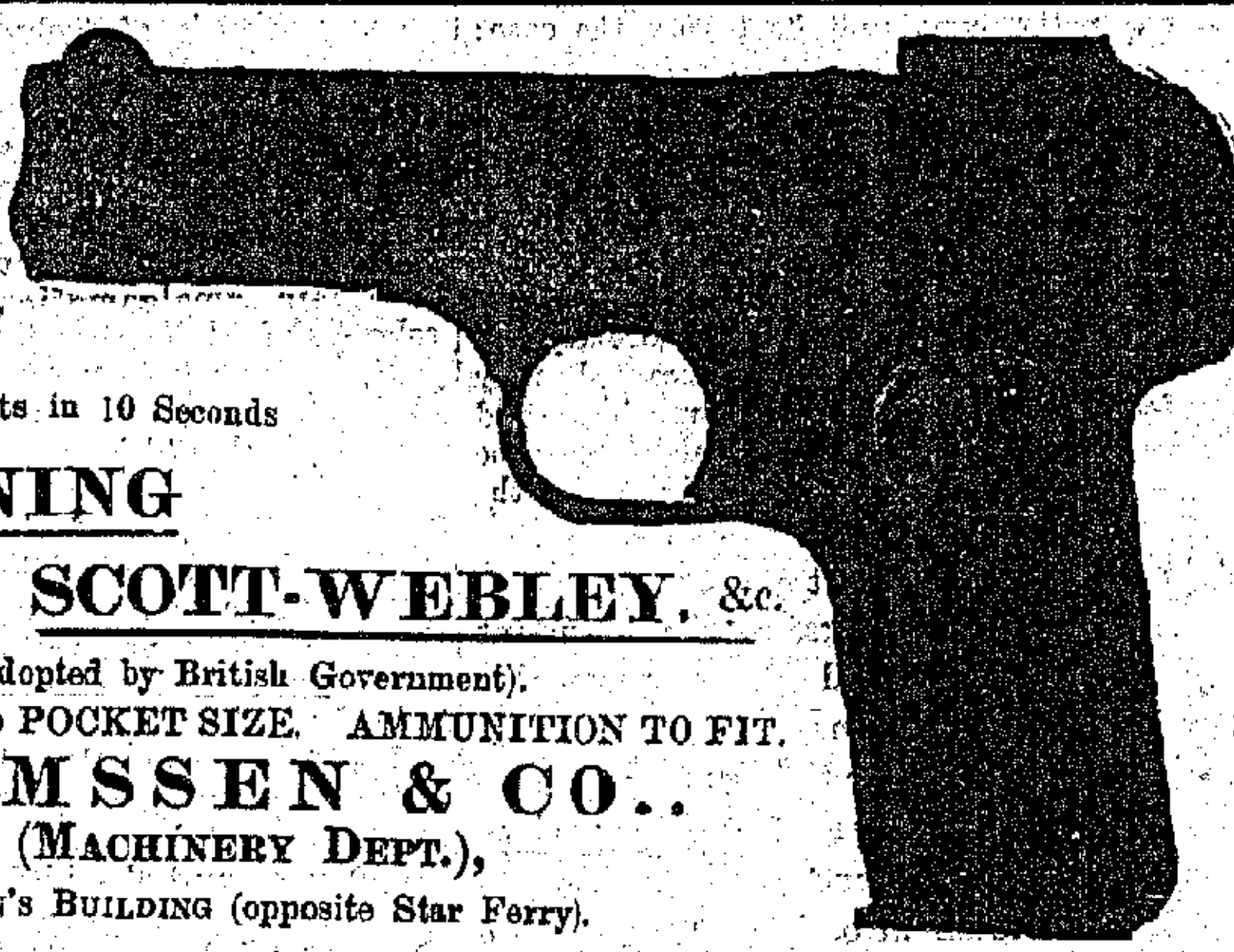
PER CASE OF 6 DOZ. PINTS.

" " " 4 " QUARTS.

HONGKONG AGENTS:

MACWEN, FRICKEL & Co.

AUTOMATIC PISTOLS.



BROWNING

SCOTT-WEBLEY, & Co.

(Adopted by British Government.)

ORDINARY AND POCKET SIZE. AMMUNITION TO FIT.

SIEMSEN & CO..

(MACHINERY DEPT.),

QUEEN'S BUILDING (opposite Star Ferry).

TO LET.

FOUR-ROOMED HOUSES in Granville
Avenue and Salisbury Avenue, Kowloon.
Cheap rentals.

SHOP with GODOWN attached, Nathan
Road, Kowloon. Kowloon Marine Lot No. 48,
with Wharf.

Apply to—
HUMPHREYS ESTATE & FINANCE
Co., Ltd.,
Alexandra Buildings.
Hongkong, 12th November, 1913. [133]

TO LET OR FOR SALE.

GODOWNS at 98, 98A, 99 and 99A, Praya
East.

Apply to—
HONGKONG CANTON & MACAO
STEAMBOAT CO., LTD.,
Hotel Mansion,
Hongkong, 4th September, 1913. [1035]

TO LET.

OFFICES, ROOMS, and GODOWNS, on
Ground and Second Floors, No. 14, Dee
Vaux Road Central, the Premises now occupied
by The South China Morning Post, Limited.
Possession, 1st May, 1914, or earlier.
FLATS, "WILD DELL," Wanchai Road.
"HOMESTEAD," No. 45, Peak. Immediate
possession.
Apply to—
SANG KEE,
Care of COMPAGNIE DEPARTEMENT,
Hongkong and Shanghai Bank.
Hongkong, 28th October, 1913. [1083]

TO LET.

OFFICES in King's Building.
No. 153, PRAYA EAST.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 1st January, 1914. [135]

TO BE LET.

From 1st January, 1914.

No. 1 to 5, "ALMA VILLAS" adjoining
"OLDESLOE," Kimberley Road
Kowloon.
Apply to—
PATELL & Co.,
79, Wyndham Street, or
A. Abdolrahman, Architect,
34, Queen's Road Central.
Hongkong, 26th November, 1913. [1372]

TO LET.

SHOP, No. 12, Queen's Road Central.
No. 8, MOUNTAIN VIEW, PEAK.
2, FAIRVIEW, Nathan Road, Kowloon.
Apply to—
M. J. D. STEPHENS.
Hongkong, 11th December, 1913. [722]

TO LET.

OFFICE on Third Floor of Hotel Mansion.
Apply to—
HENRY HUMPHREYS
Alexandra Buildings,
Hongkong, 16th December, 1913. [1438]

INTIMATIONS

THE CHINESE ENGINEERING AND
MINING CO., LIMITED.6% FIRST MORTGAGE DEBENTURES
(KAILAN BONDS)

PAYMENT of the HALF-YEARLY
INTEREST due on 1st JANUARY, 1914,
will be made on presentation of Coupon No. 3
at any of the undermentioned Banks, viz.:—

HONGKONG & SHANGHAI BANK-
ING CORPORATION, Tientsin,
CHARTERED BANK OF INDIA, Shanghai,
AUSTRALIA & CHINA, or
RUSSO-ASIATIC BANK, Hongkong.
YOKOHAMA SPECIE BANK LTD.,
DEUTSCH-ASIATISCH BANK,
BANQUE BELGE POUR L'ETRAN-
GER.

The Interest, less Income Tax at 1s. and 2d.
in the £, will be:

ON £20 BONDS.

Per Coupon (Gross) 12s. 0d.

Less Tax at 1/2d. in the £ 8.4d.

Net amount payable 11s. 8.4d.

ON £100 BONDS.

Per Coupon (Gross) 60s. 0d.

Less Tax at 1/2d. in the £ 36s. 6d.

Net amount payable 23s. 4d.

ON £500 BONDS.

Per Coupon (Gross) 300s. 0d.

Less Tax at 1/2d. in the £ 180s. 17s. 6d.

Net amount payable 119s. 2s. 6d.

Payment will be made in Tails at the Demand
Bearing rate of exchange of the day the Coupon
is presented.

By Order,

THE KAILAN MINING

ADMINISTRATION,

W. S. NATHAN,
General Manager.

THE CHINESE ENGINEERING AND
MINING CO., LIMITED.

6 PER CENT. FIRST MORTGAGE
DEBENTURES (KAILAN BONDS).

FIRST DRAWING.

NOTICE IS HEREBY GIVEN that, in
conformity with the conditions endorsed
upon the Debentures, the undrawn
number of Debentures of the total value of
£24,000 were drawn on the Twenty-seventh day
of November, 1913, at the Office of the
Company, No. 22, Austin Friars, in the City
of London, in the presence of WALTON
FITZJAMES TURNER, one of the Directors,
ALFRED WILLIAM BERRY, Secretary of the
Company, and JOHN WILLIAM PETER
JOURDALE, of 78, Great Winchester Street,
London, E.C. Notary Public.

The said Debentures will be paid off at par
on the 31st December, 1913, at either of the
following places:—

In London: At the Transfer Office of the
Company, No. 22, Austin Friars,
London, E.C.

In Brussels: At the Office of the Local
Board, 13, rue Broderode, Brussels.

In China: At the General Office of the
Company, Tientsin.

6 BONDS OF £500 EACH, NUMBERED.

56 172 179 189 231 256

70 BONDS OF £100 EACH, NUMBERED.

285 323 350 356 401 402

457 491 536 562 595 596

1011 1050 1052 1180 1180 1257

1273 1279 1335 1348 1369 1458

1481 1510 1532 1536 1600 1625

1655 1688 1697 1745 1767 1784

1843 1868 1877 1975 1984 1999

2030 2033 2107 2125 2204 2237

2374 2396 2498 2503 2587 2588

2641 2736 2880 2946 3030 3110

3171 3236 3258 3300 3400 3421

3498 3519 3540 3694

700 BONDS OF £20 EACH, NUMBERED.

3837 3863 3931 4034 4111 4167

4259 4319 4333 4354 4389 4513

4639 4646 4663 4875 4927 4936

5078 5089 5093 5097 5178 5199

5397 5405 5587 5625 5682 5695

5754 5760 5799 5818 5832 5991

6157 6173 6190 6210 6320 6301

6416 6402 6438 6473 6495 6638

6788 6789 6941 6951 7065 7138

7173 7213 7223 7286 7322 7384

7434 7491 7608 7779 7818 7938

7845 7895 7960 7977 8108 8124

8268 8346 8382 8416 8441 8569

8553 8593 8622 8833 8880 8890

8840 8971 9084 9181 9227 9239

9405 9412 9422 9444 9480 9558

9670 9818 9847 9832 9973 9976

9986 10002 10006 10024 10061 10074

10084 10093 10099 10210 10353 10411

10532 10555 10594 10654 10669 10681

10703 10732 10878 10957 10982 10986

11054 11065 11116 11253 11319 11420

11464 11529 11663 11675 11699 11712

11878 11898 12007 12189 12191 12202

12862 12316 12320 12447 12452 12504

12601 12826 12834 12847 12755 12771

12791 12824 12842 12885 12907 13051

13094 13108 13125 13153 13169 13164

13252 13403 13433 13450 13452 13482

13506 13575 13681 13683 13761 13811

13840 13846 13944 13956 13974 14020

14021 14050 14091 14094 14169 14450

Hongkong, 1st May, 1913. [1272

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE, NANTAN, and YOKOHAMA	Capt. K. Jenkins	About 10th Jan.	Freight and Passage.
SHANGHAI	Capt. W. B. Hickey	15th Jan.	Freight and Passage.
LONDON VIA USUAL PORTS	Capt. F. R. Summers	Noon, 17th Jan.	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES	Capt. P. S. R. M. R. R.	About 21st Jan.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 8th January, 1914

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
HONGKONG	"HUICHOW"	On 8th Jan. 11 A.M.
SHANGHAI	"ANHUI"	On 8th Jan. 4 P.M.
SHANGHAI & TSINGTAU	"YINGCHOW"	On 10th Jan. 11 A.M.
SHANGHAI	"YANGTSE"	On 12th Jan. 11 A.M.
MANILA, CEBU and ILOILO	"PEAN"	On 13th Jan. 4 P.M.
SHANGHAI	"KALFONG"	On 14th Jan. 1 A.M.
SHANGHAI	"YUCHOW"	On 15th Jan. 4 P.M.
SHANGHAI and TSINGTAU	"KANCHOW"	On 17th Jan. 11 A.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

MANILA LINE—TWIN SCREW STEAMERS "CHINHU" and "TAMING" and "PEAN." Excellent Saloon accommodation. A midships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "PEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI" and "CHENAN," and the S.S. "LIANGCHOW" and "YINGCHOW," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking Cargo on through Bill of Lading to all Yangtze and Northern China Ports.

The Steamers leaving Hongkong on Sundays proceed from Shanghai to PINGTAU, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before Midnight on SATURDAY for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

REDUCED FARES.—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to— BUTTERFIELD & SWIRE.

Hongkong, 8th January, 1914. TELEPHONE 36. AGENTS.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW
AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAICHING"	Capt. W. C. Passmore	SATURDAY, 10th Jan. at 2 P.M.
"HAIYANG"	Capt. A. E. Hodgkins	TU. SDAY, 13th Jan. at 11 A.M.
"HAITAN"	Capt. J. S. Rosch	FRIDAY, 16th Jan. at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LIPPAIK & Co.,
GENERAL MANAGERS

Hongkong, 8th January, 1914.

THE EASTERN & AUSTRALIAN

STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION)

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ALDENHAM	14th January	On 10th Jan. 10 A.M.
EMPIRE	31st January	On 7th Feb. 10 A.M.
ST. ALBANS	14th February	On 20th Mar. 10 A.M.
EASTERN	21st March	On 9th Apr. 10 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A Ship-Boys have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

HAMBURG - AMERIKA LINIE.

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK and from MANILA, HONGKONG and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or.)

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD	HOMeward
FOR SHANGHAI, KOBE and YOKOHAMA:	FOR ROTTERDAM, HAMBURG and ANTWERP:
S.S. O.J. D. AHLERS ... 14th Jan.	S.S. GOLDENFELS ... 13th Jan.
S.S. BELGAVIA ... 15th Jan.	FOR MARSEILLES, BREMEN and HAMBURG:
S.S. SAKONIA ... 22nd Jan.	S.S. M.DEN ... 14th Jan.
S.S. SAKONIA ... 4th Feb.	FOR VANCOUVER, SEATTLE and/or TACOMA
S.S. SAKONIA ... 14th Feb.	and PORTLAND (Or.)
S.S. HOERDE ... 23rd Feb.	S.S. BELGAVIA ... 16th Jan.
S.S. BADEN ... 10th Mar.	FOR HAVRE, BREMEN and HAMBURG:
S.S. SUDMARK ... 12th Mar.	S.S. SAKONIA ... 26th Jan.
S.S. BRISGAVIA ... 25th Mar.	FOR VICTORIA, VANCOUVER, SEATTLE and
	PORTLAND (Or.)
	FOR ROTTERDAM, BREMEN and HAMBURG:
	S.S. SAKONIA ... 2nd Feb.
	S.S. SAKONIA ... 8th Feb.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINE,
Hongkong Office.

Hongkong, 7th January, 1914.

TOYO KISEN KAISHA. NORDDEUTSCHER LLOYD.



SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer	Displacement Tons and Speed	Leave Hongkong
* NIPPON MARU	11,000—18 knots	WED'DAY, 14th Jan.
TENYO MARU	22,000—21 knots	SATUR., 17th Jan.
* HONGKONG MARU	11,000—18 knots	TUESDAY, 10th Feb.
SHENYO MARU	22,000—21 knots	
CHIYO MARU	22,000—21 knots	

* via MANILA. Omitting Shanghai.

All Steamers will be despatched at Noon.

FIRST CLASS TO LONDON	\$71.10	RETURN (6 MONTHS)	\$120.
FIRST CLASS TO NEW YORK	\$60.		\$96.10.
" " " SAN FRANCISCO	\$45.		\$68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICAN LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Leave Hongkong
KIYO MARU	17,000—14 knots	TUESDAY, 3rd February, 1914.

For Full Particulars as to Passage and Freight, apply to—

S. MORIMOTO, AGENT,
King's Building.

TELEPHONE 291.



SAN FRANCISCO

SCENIC ROUTE

TRANS-PACIFIC

TOYO KISEN KAISHA

TRANS-CONTINENTAL

WESTERN PACIFIC
DENVER AND RIO GRANDE.

MAIL SHIP SERVICE.

S.S.	Tonnage	Speed
S.S. TENYO MARU	22,000	21 knots
S.S. CHIYO MARU	22,000	21
S.S. SHENYO MARU	22,000	21
S.S. NIPPON MARU	11,000	18
S.S. HONGKONG MARU	11,000	18

THE QUICK and COMFORTABLE WAY OF TRAVEL FROM JAPAN, CHINA, PHILIPPINES and THE FAR EAST, VIA HONOLULU.

These Vessels present the Farthest Advance in the Science of Shipbuilding, being Equipped with every Modern Device for the Safety, Convenience, Comfort and Entertainment of Passengers, including Wireless Telegraph, Automatic Safety Devices, Electric Lights in every Berth, Electric Fans in every Stateroom, Brass Beds, Porcelain Bathrooms, Steam Laundry, Nursery and Playground for Children, Open Air Gymnasium, Moving Picture Shows, Swimming Tanks, Orchestral Concerts. Perfect Service—Unexcelled Cuisine.

WESTERN PACIFIC-DENVER AND

RIO GRANDE.

The T.K.K. Lines connect at San Francisco with the Palatial Trains of the Western-Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE. Through Standard Sleepers. Through Tourists' Sleepers. Dining Cars—Observation Cars. Electric Lights—Electric Fans, Union Depots. New Landscapes and Scenes—Hundred of Miles through the Gorgeous Scenery of the Sierras—Feather River Canyon—and the Royal Gorge of Colorado. Convenient connections at Chicago with Trains for New York (Transatlantic Steamers) and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE, ask for Ticket form No. 626.

O. LACY GOODRICH,

GENERAL ORIENTAL AGENT,

75, MAIN STREET, YOKOHAMA, and KING'S BUILDING, HONGKONG.

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)
MONTHLY FAST SERVICE TO TRIESTE (VENICE).
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUZ and PORT SAID.
S.S. "KURBER" 9,900 tons, will leave as above on 15th January at 4 P.M.

Superior accommodation for 1st and 2nd Class passengers, no extra, no tips, no inside Cabins.

FARES: Hongkong-Trieste (Venice), \$50 1st, \$36 2nd, \$19 3rd Class.

MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA STRAITS (CALCUTTA), COLOMBO, ADEN, SUZ and PORT SAID.

S.S. "CHINA" 11,900 tons, will leave as above about 2nd February.

These Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon Passengers. No Barrels. Doctor, Stewardess, Wireless Telegraphy.

RAILWAY FARES: Trieste-London BY SIMPLON EXPRESS.
Via Venice, Milan, Simplon, Langgasse, Paris, Calais or Boulogne, Class I \$21.15, II \$21.15.

Via Venice, Milan, St. Gotthard, Lugano, Biele, Leoni, Alsace or Boulogne, Class I \$21.15, II \$21.15.

Via Vienna, Cologne, Brussels, Ostend, Dover, Class I \$21.15, II \$21.15.

Via Munich, Cologne, Hook or Flushing, Class I \$21.15, II \$21.15.

TO SHANGHAI
S.S. "BOHEMIA" 7,900 tons will leave as above on 1st February, at 6 A.M.

FARES: Hongkong-Shanghai, \$5 1st, \$4 2nd, \$3 3rd Class.

TO KOBE via SHANGHAI, YOKOHAMA.
S.S. "VORWAERTS" 12,900 tons, will leave as above about 31st January.

Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.

SANDER, WIELER & Co., AGENTS,
Princess' Building.

Hongkong, 5th January, 1914.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
VAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"LUETZOW," Capt. H. T. KTOR	17,300	Wed'day 21st Jan., at 10 A.M.
HANGHAI, TSINGTAU, KOBE and YOKOHAMA	"PRINZ LUDWIG," Capt. F. von SIEBER	18,300	About Friday, 9th Jan.
MANILA, YAP, MARONN, NEW GUINEA, BRIS ANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND," Capt. A. HURTZIG	6,750	Saturday, 24th Jan., at 9 A.M.
KOBE	"PRINZ WA'DEMAR," Capt. O. JURANZ	6,100	About Tuesday, 3rd Feb.
ESSETON, KUDAT and SANDAKAN	"BORNEO," Capt. J. KOEHLER	5,000	Wed'day, 4th Feb., at 9 A.M.

All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telefunken.

PASSENGER SEASON 1914.

NORDDEUTSCHER LLOYD. BREMEN. TO EUROPE BY THE MAGNIFICENT FAST LINERS.

STEAMSHIP	DISPLACEMENT	ON
* "PRINZ LUDWIG"	18,300 TONS	ON FEBRUARY 3RD.
"GOEBEN"	17,300	ON FEBRUARY 18TH.
* "DERFFLINGER"	17,250	ON MARCH 3RD.
"KLEIST"	17,000	ON MARCH 18TH.
* "PRINZ EITEL FRIEDRICH"	17,000	ON MARCH 31ST.
"YORCK"	17,000	ON APRIL 15TH.
* "PRINCESS ALICE"	20,300	ON APRIL 28TH.

* THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE FROM HERE TO SINGAPORE.

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphy. (System Telefunken.)

EARLY BOOKING RECOMMENDED.

[1160]

FREIGHT LINE.

NEXT SAILINGS FROM HONGKONG.

Steamship	1914	OUTWARD.	about	HOMeward.
"MARK"	2nd Febr.	FOR MARSEILLES, DUNKIRK, ANTWERP, ROTTERDAM and BREMEN/HAMBURG:	S.S. "MARK" about Middle of March.	
"TUEBINGEN"	16th Febr.	FOR HAVRE, EMDEN and HAMBURG/BREMEN:	S.S. "TUEBINGEN" about End of March.	
"LOTHRINGEN"	2nd March	FOR MARSEILLES, ANTWERP, ROTTERDAM and BREMEN/HAMBURG:	S.S. "LOTHRINGEN" about Middle of April.	
"THUERINGEN"	16th March	FOR HAVRE, DUNKIRK, EMDEN and HAMBURG/BREMEN:	S.S. "THUERINGEN" about Beginning of May.	
"FRANKEN"	30th March	FOR MARSEILLES, ANTWERP, ROTTERDAM and BREMEN/HAMBURG:	S.S. "FRANKEN" about Middle of May.	
"GOETTINGEN"	13th April	FOR HAVRE, EMDEN and HAMBURG/BREMEN:	S.S. "GOETTINGEN" about Beginning of June.	

For Further Particulars, Please apply to—

NORDDEUTSCHER LLOYD.

MELCHERS & CO.

GENERAL AGENTS.

Hongkong, 19th December, 1913.

[1454]

THE AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Leaves Hongkong for Australia
"CHANGSHA"		10th Jan., 1914.
"TAIYUAN"	4th Feb., 1914.	10th Feb., "

These Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fare. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

For freight or passage, apply to

BUTTERFIELD & SWIRE,

Hongkong, 30th December, 1913.

TELEPHONE No. 36. AGENTS.

[1483]

VISITOR TO CANTON Should Purchase

FROM HONGKONG TO CANTON BY THE PEARL RIVER,

BY CAPTAIN C. V. LLOYD.

With Illustrations, Maps and Plans.

PRICE \$1.75

On Sale at:—

Hongkong: "Daily Press" Office.

Messrs. KELLY & WATSON, LTD.

Messrs. BREWER & Co.

Canton: Messrs. A. S. WATSON & Co.

PRICE \$1.

Hongkong, 11th October, 1913.

Hoehl Extra Dry

South American

OBTAINABLE FROM
THE SINCERE CO., LTD.,
SUB-AGENT FOR HONGKONG.
Hongkong, 5th January, 1914. [44-22]

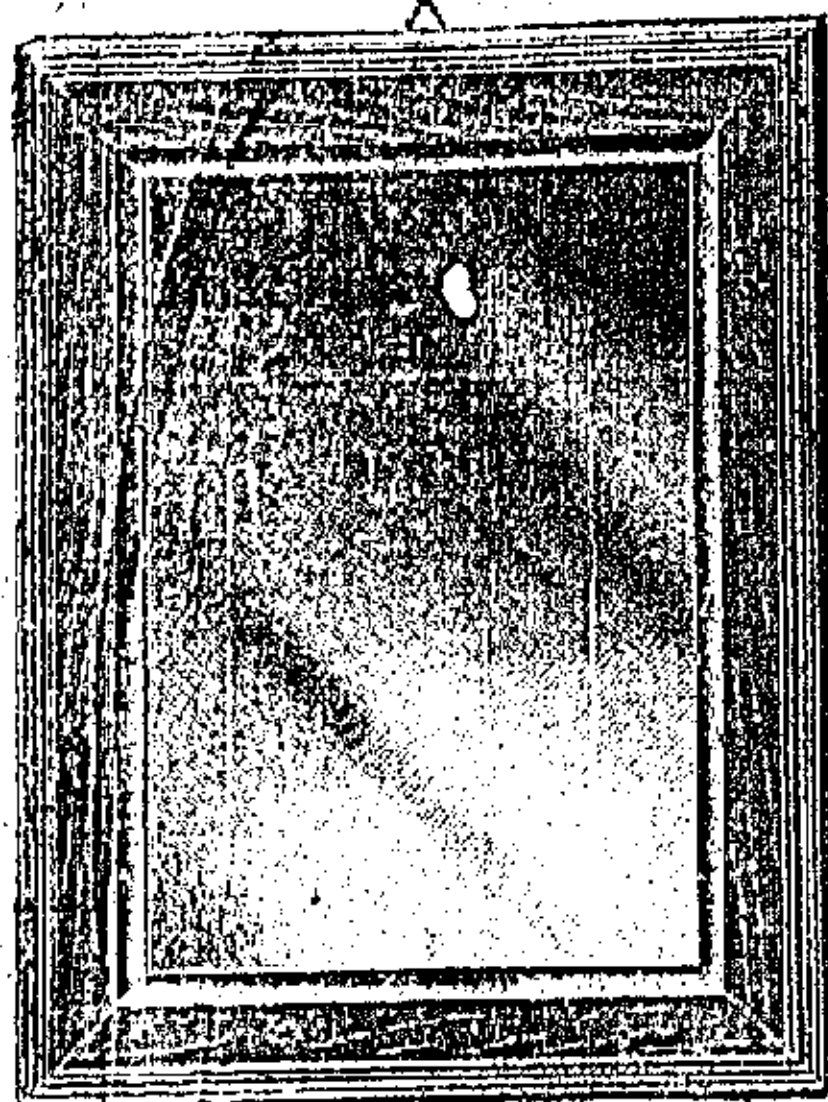
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SWISS EMBROIDERIES
EMBROIDERED HALF-FINISHED DRESSES IN COTTON,
WOOL AND SILK FOR LADIES AND CHILDREN,
EMBROIDERED LACES, EMBROIDERED HANDKERCHIEFS.

Please apply for illustrated catalogues, giving prices franco
China ports to:

HUGO C. A. FROMM,
HONGKONG.

Hongkong, 5th January, 1914. [44-57]



GUSTAV AHRENDTS

FURTH i.Bav.

MIRRORS

OF EVERY DESCRIPTION

BEVELLED AND WITH

ETCHING, A SPECIALTY.

Please apply for catalogues to—

HUGO C. A. FROMM, HONGKONG.
Hongkong, 5th January, 1914. [44-48]

POST OFFICE NOTICE.

The MAIL FROM LONDON (via Siberia) of the 13th ult. has arrived per *Yingchow*.
The *Nippon*, with the MAIL FROM LONDON (via Siberia) of Saturday, the 20th ult., is due to arrive here to-day.
The *Prinz Ludwig*, with the GERMAN MAIL, left Singapore on Sunday, the 4th inst., at noon, and may be expected here to-morrow, at 10 a.m.

FOR	PER	DATE
Hongkong	Hongkong	Thursday, 8th, 10.00 A.M.
Bangkok	U.S.	Thursday, 8th, 11.00 A.M.
Hankow, Haiphong, Peking and Saigon	Hongkong	Thursday, 8th, 11.00 A.M.
*Shanghai and *North China	Anhui	Thursday, 8th, 3.00 P.M.
Japan via Mori	Hokuto Maru	Thursday, 8th, 5.00 P.M.
Swatow, Amoy & Fuzhou via Anping & Takao	Sosho Maru	Thursday, 8th, 5.00 P.M.

SHANGHAI, NORTH CHINA, JAPAN via
NAGASAKI
(EUROPE VIA SIBERIA)
*Japan via *Kobe

PHILIPPINE ISLANDS, JAPAN via NAGASAKI, HONOLULU, UNITED STATES, SOUTH AMERICA and CANADA via SAN FRANCISCO

*Philippine Islands, Australia, Tasmania, and New Zealand via Thursday Island
*Chingwang, Samarang and Sourabaya
Swatow, Amoy and Fuzhou
*Philippine Islands
Straits, India via Calcutta
Swatow, *Shanghai and *North China
SHANGHAI, NORTH CHINA and TSINGTAU
(EUROPE VIA SIBERIA)
Swatow, Amoy and Fuzhou via Taiwan
Philippine Islands
Swatow, Amoy and Fuzhou
*Shanghai and *North China
*Japan via *Yokohama
*Shanghai, North China, *Japan via *Mojito
*Victoria, and *Seattle

SAIGON, STRAITS, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADELAIDE, EGYPT and EUROPE via MARELLINS (Late Letters 11 to Noon Extra postage 10 cents)
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Philippine Islands
Straits and Ceylon
Haiphong, Peking and Saigon
Japan via Nagasaki
Philippine Islands, Australia, Tasmania, and New Zealand via Thursday Islands

SHANGHAI, NORTH CHINA, JAPAN, via NAGASAKI, UNITED STATES, SOUTH AMERICA and CANADA via VANCOUVER (EUROPE VIA SIBERIA)

Shanghai and North China
Swatow, Amoy and Fuzhou
Straits and India via Calcutta
Straits, Borneo, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADELAIDE, EGYPT and EUROPE via BRINDISI (Late Letters 11.00 to Noon, Extra postage 10 cents)
(Supplementary mail on board up to the time fixed for departure of the mail, Extra Postage 10 cents)
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)
The Parcel mail will be closed on Friday, the 16th inst., at 5 p.m.

Philippine Islands
SHANGHAI, NORTH CHINA and TSINGTAU
(EUROPE VIA SIBERIA)
Straits and India via Calcutta

STRAITS, BORNEO, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADELAIDE, EGYPT and EUROPE via NAPLES

STRAITS, BORNEO, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADELAIDE, EGYPT and EUROPE via NAPLES

* Specially superscribed correspondence only.

COMMERCIAL.

CLOSING QUOTATIONS.

ON	January 7th.
LONDON—	
Telegraphic Transfer	111 1/2
Bank Bills, on demand	111 1/2
Bank Bills, at 30 days' sight	111 1/2
Bank Bills, at 4 months' sight	111 1/2
Credits, at 4 months' sight	111 1/2
Documentary Bills 4 months' sight	111 1/2
PARIS—	
Bank Bills, on demand	244
Credits, at 4 months' sight	249
ON CURRENCY—	
On demand	198
ON NEW YORK—	
Bank Bills, on demand	46 1/2
Credits, at 60 days' sight	47 1/2
ON BOMBAY—	
Telegraphic Transfer	143 1/2
Bank, on demand	144
ON CALCUTTA—	
Telegraphic Transfer	143 1/2
Bank, on demand	144
ON SHANGHAI—	
Bank, at sight	73 1/2
Private, 30 days' sight	74 1/2
ON YOKOHAMA—	
On demand	94 1/2
ON MANILA—	
On demand	94 1/2
ON SINGAPORE—	
On demand	94 1/2
ON BATAVIA—	
On demand	114 1/2
ON HANKOW—	
On demand	3
ON SINGAPORE—	
On demand	30
SOVEREIGNS, Bank's Buying Rate	\$10.30
GOLD LEAF, 100 fine, per tael	\$54.20
BAR SILVER, per oz.	26 1/2

SUBSIDIARY COINS.

Chinese	per cent.
Chinese	20 cents pieces... \$11.60 discount.
Chinese	10 " " " \$11.30
Hongkong	20 " " " \$7.90
Hongkong	10 " " " \$11.58

MAILS VIA SIBERIA.

London	Due
December 20th.	January 5th.

SHARE LIST—QUOTATIONS.

HONGKONG, 7TH JANUARY, 1914.

STOCKS.	NO. OF SHARES.	VALUE.	PAID CLOSING QUOTA- UP.	RETURN ON BASIS OF LAST DIV'D.
BANKS—				
Hongkong & Shanghai Bank Corporation	120,000	\$125 all	\$795, buyers (L'don £3)	5 1/2 p.c.
China Borneo Company, Limited	60,000	\$12 all	\$10, buyers	8 1/2 p.c.
China Light and Power Company, Ltd.	50,000	\$5 all	\$4 1/2, sellers	
China Provident Loan & Mortgage Co., Ltd.	20,000	\$10 all	\$9	7 1/2 p.c.
COTTON MILLS—				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50 all	Tls. 132, sellers	
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10 all	\$7 1/2	5 p.c.
Dairy Farm Company, Limited	40,000	\$7 1/2 all	\$2 1/2, buyers	
DOCKS AND WHARVES—				
H'kong & Kwloon Wharf & G. Co., Ltd.	60,000	\$50 all	\$8 1/2, sellers	5 p.c.
H'kong & Whampoa Dock Co., Ltd.	50,000	\$50 all	\$7 1/2, buyers	3 p.c.
New Amoy Dock Co., Limited	10,000	\$6 1/2 all	\$6 1/2	7 1/2 p.c.
S'hai Dock and Engineering Co., Ltd.	55,700	Tls. 100 all	Tls. 56, buyers	
S'hai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100 all	Tls. 109	
Green Island Cement Co., Limited	400,000	\$10 all	\$36.70, sellers	4 p.c.
Hongkong Electric Co., Limited	60,000	\$10 all	\$49, sellers	5 p.c.
Hongkong Hotel Company Limited	12,000	\$50 all	\$42	
Manila Metropole Hotel, Limited	8,000	Pa. 10 all	\$3 1/2, sellers	
Hongkong Ice Company, Limited	5,000	\$25 all	\$18 1/2, buyers	5 1/2 p.c.
Hongkong Rope Manufacturing Co., Ltd.	60,000	\$10 all	\$2 1/2	9 1/2 p.c.
H'kong & South China Steamship Co., Ltd.	15,000	\$10 all	\$10	
Hongkong Steel Foundry Co., Ltd.	325,000	5/ all	7/9, sellers	
Hongkong Tramway Co., Ltd.				
INSURANCE—				
Canton Insurance Office Co., Limited	10,000	\$250 \$50	\$323, sellers	6 p.c.
China Fire Insurance Co., Limited	20,000	\$100 \$20	\$160, sales	6 1/2 p.c.
Hongkong Fire Insurance Co., Ltd.	8,000	\$250 \$50	\$380, buyers	7 1/2 p.c.
Hongkong Insurance Co., Limited	10,000	\$250 \$50	Tls. 133 1/2	
North China Insurance Co., Limited	12,400	\$250 \$100	\$305, sellers	6 1/2 p.c.
Union Insurance Society, Limited	12,000	\$100 \$50	\$192, @ \$2 7/3	
Yankee Insurance Association, Ltd.				
LANDS AND BUILDINGS—				
H'kong Land Invest. Agency Co., Ltd.	50,000	\$100 all	\$114 1/2, sales	6 1/2 p.c.
Hongkong Land Reclamation Co., Ltd.	25,000	\$100 \$75	\$200	
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10 all	\$9 1/2	5 1/2 p.c.
Kowloon Land and Building Co., Ltd.	6,000	\$50 \$50	\$45	7 p.c.
Shanghai Land Investment Co., Ltd.	73,000	Tls. 50 all	Tls. 91	
West Point Building Co., Limited	12,500	\$30 all	\$57, buyers	5 1/2 p.c.
Maatschappij tot Mijn. Bosch-en Landbouw exploitatie in Langkat	25,000	Gds. 10 all	Tls. 30, buyers	
Mining—				
Chinese Engineering and M. Co., Ltd.	1,000,000	£1 all	37/-, buyers	
Hamood Tin and Rubber Estate, Ltd.	822,000	2/- all	26	
Hamb Australian Gold Mining Co., Ltd.	200,000	£1 all	\$5.10, buyers	
Tromps Mines, Limited	150,000	£1 all	34/-, sellers	7 1/2 p.c.
Peak Tramways Co., Limited	25,000	\$10 all	\$10 1/2	
Philippine Co., Limited	50,000	\$10 1/2 all	\$10 1/2	
Pulper et Papeteries du Tonkin Societe des	13,200	\$50 all	\$40, sellers	
RAFFINERIES—				
China Sugar Refining Co., Limited	20,000	\$100 all	\$94, buyers	3 p.c.
Luzon Sugar Refining Co., Limited	7,000	\$100 all	\$51, sellers	
STEAMSHIP COMPANIES—				
China and Manila Steamship Co., Ltd.	30,000	\$35 all	\$10, sellers	5 p.c.
Douglas Steamship Co., Limited	20,000	\$50 all	\$23 1/2	7 1/2 p.c.
H'kong, Canton & Macao S.S. Co., Ltd.	80,000	\$5 all	\$7 1/2	
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5 all	\$7 1/2	
Shell Transport & Trading Co., Ltd.	2,500,000	21 all	\$5 1/2, sales	6 p.c.
Star Ferry Company, Limited	40,000	\$10 all	\$46, buyers	3 1/2 p.c.
South China Morning Post, Limited	40,000	\$25 all	\$22, sellers	
Steam Laundry Company, Limited	20,000	\$5 all	\$4 1/2, sellers	
STORES AND DISPENSARIES—				
Powell, Wm., Limited	15,000	\$7 all	\$9 1/2, sellers	4 p.c.
Watson & Co., A. S., Limited	90,000	\$10 all	\$8, sellers	
Union Waterboat Co., Limited	50,000	\$10 all	\$17 1/2, sellers	5 1/2 p.c.

Para Rubber in London ... 3 1/4 per lb.

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200.	Tls. 250	7% p. annum	Par.

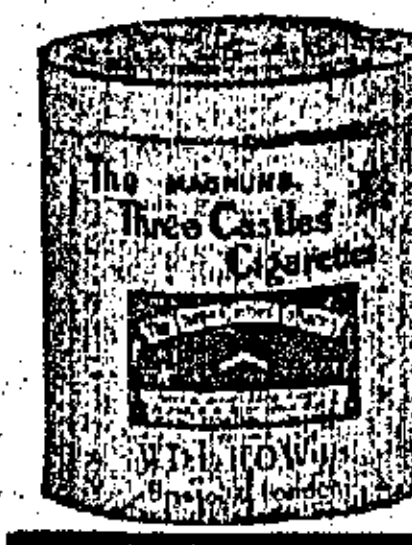
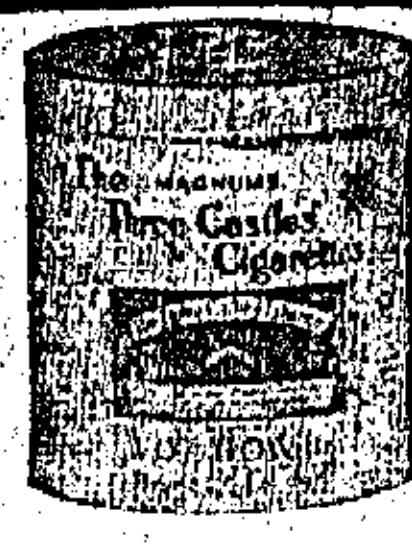
VERNON & SMYTH, Share Brokers.

TO-MORROW
9.15 p.m.—The Court Cards at the Theatre Royal.

FORTHCOMING EVENTS.
Saturday, 10th Jan.—The Court Cards at the Theatre Royal.

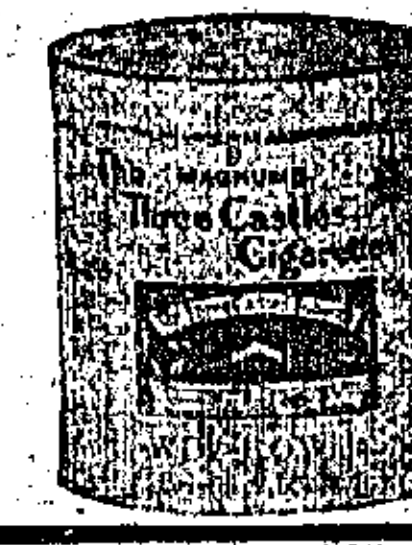
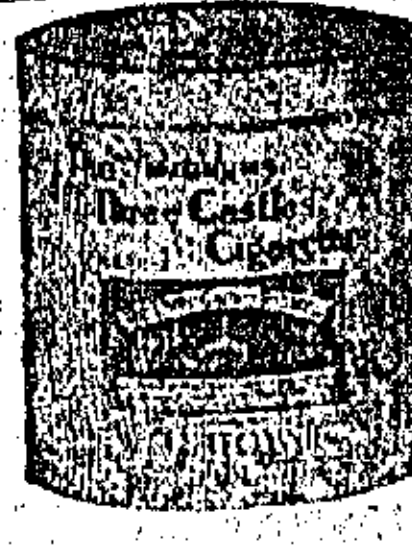
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BOUND VOLUMES of the HONGKONG WEEKLY PRESS, JANUARY to JUNE 1913. With INDEX. Price \$7.50.

On Sale at the "HONGKONG DAILY PRESS" Office.
Hongkong, 30th July, 1913.



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The CONNOISSEUR says:
They are "Superlatively Excellent."
FRAGRANT FASCINATING REFRESHING.



CREAM.

MILKMAID THICK RICH CREAM

THE CREAM THAT CAN BE WHIPPED, BUT CANNOT BE BEATEN.

It is simply PURE CREAM.

Contains No PRESERVATIVES.

Makes splendid ICE CREAM.

Excellent with stewed and tinned fruits, fruit salads, etc.

Packed in 3 sizes of tins—

25 cts. per 4 oz. tin.

35 " " 5 1/2 " " net weight.

60 " " 11 1/2 " " "

You can get it at—

LANE, CRAWFORD & Co. THE FRENCH STORE.
H. RUTTONJEE & SON. THE SINCERE Co.

AMSTEL PILSENER BEER.

THE ONE AND ONLY GENUINE AMSTERDAM

BEER IN THE FAR EAST.

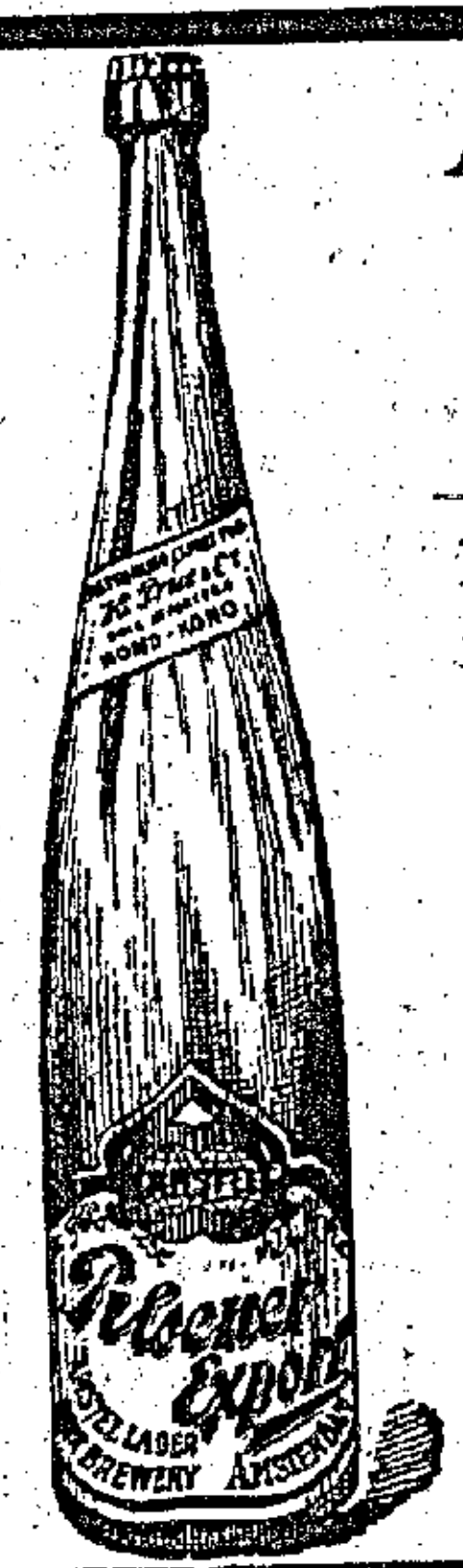
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PRICE ONE DOLLAR.

Giving all the Important Towns en route

from CANTON to WUCHOW.

Hongkong, 5th April, 1913

Printed and Published by BEETAM A. HALL for the Concerned at 10A, Des Voeux Road Central, Victoria, Hongkong; London Office, 131, Fleet Street, E.C.